NMS. 43.PT: R76/2/v.3

# Route 5 Corridor Study

**West Springfield • Holyoke**

## *Technical Appendix*

GOVERNMENT DOCUMENTS COLLECTION
[v.3]
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PIONEER VALLEY PLANNING COMMISSION

# APPENDICES

# ROUTE 5 CORRIDOR STUDY

[v.3]

**A Comprehensive Analysis of Traffic and Land Use
Within the Route 5 Transportation Corridor
Interconnecting Holyoke and West Springfield, Massachusetts**

June 1993

Prepared for:

City of Holyoke
Town of West Springfield
Massachusetts Highway Department

Prepared by:

Pioneer Valley Planning Commission
26 Central Street
West Springfield, MA 01089

Prepared in cooperation with the Massachusetts Highway Department and the U.S. Department of Transportation-Federal Highway Administration and Urban Mass Transportation Administration

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# HOLYOKE PARCEL INVENTORY

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 001 | 1875 Northampton Street<br>110-006 | Scheip, A | R1A<br>5500 | Cherry Street<br>Northampton Street | 110<br>50 | 1 | 1528 | 3056 | 104<br>R | Two family<br>2 story<br>6 bedrooms |
| 002 | 1877 Northampton Street<br>110-007 | Miga, D. | R1A<br>5646 | Northampton Street | 52<br>0 | 1 | 1450 | 2900 | 104<br>R | 2 story<br>6 bedroom<br>Two family |
| 003 | 1881 Northampton Street<br>110-008 | Wojnar, S | R1A<br>18062 | Northampton Street | 100<br>0 | 1 | 1340 | 2712 | 101<br>R | 2 story<br>3 bedroom<br>1 living unit |
| 004 | 1889 Northampton Street<br>110-009 | Griffin, T. | R1A<br>10500 | Argyle Street<br>Northampton Street | 150<br>70 | 1 | 1056 | 2304 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 005 | Northampton Street<br>110-010 | City of Holyoke | R1A<br>3715668 | Northampton Street<br>Beech Street | 1080<br>600 | 0 | 0 | 0 | 812<br>G | Elmwood Park |
| 006 | Northampton Street<br>110-011 | City of Holyoke | R1A<br>3750 | Beech Street | 75<br>0 | 0 | 0 | 0 | 424<br>I | Substation and Transformer |
| 007 | 1895 Northampton Street<br>111-001 | Dunn, E.K. etc | R1A<br>46270 | Northampton Street | 129<br>0 | 1 | 1764 | 3696 | 104<br>R | Two family<br>6 bedroom<br>2 story |
| 008 | 1913 Northampton Street<br>111-002 | Holyoke Nursing Home Inc. | R1A<br>142006 | Northampton Street | 350<br>0 | 1 | 12356 | 37068 | 304<br>G | 100 units<br>3 story |
| 009 | Northampton Street<br>111-003 | City of Holyoke | R1A<br>21290 | Macintosh Terrace<br>Northampton Street | 240<br>92 | 0 | 0 | 0 | 812<br>G | Playground |
| 010 | 1920 Northampton Street<br>111-004 | Farrell, J.R. | R1A<br>9206 | Macintosh Terrace<br>Northampton Street | 122<br>75 | 1 | 672 | 1569 | 101<br>R | Single family<br>4 bedroom<br>1.5 stories |
| 011 | 1926 Northampton Street<br>111-006 | Morin, V.T. | R1A<br>9359 | Northampton Street | 70<br>0 | 1 | 600 | 1200 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 012 | 1934 Northampton Street<br>111-007 | Messier, C. | R1A<br>10179 | Northampton Street | 61<br>0 | 1 | 850 | 1752 | 104<br>R | Two family<br>5 bedroom<br>2 story |
| 013 | 1934 Northampton Street<br>111-008 | Messier | R1A<br>8700 | Northampton Street | 50<br>0 | 0 | 0 | 0 | 337<br>C | Parking lot<br>Vacant<br>Accessory building |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 014 | 1944 Northampton Street<br>111-060 | Messier, C | R1A<br>27570 | Northampton Street | 75<br>0 | 1 | 1925 | 7219 | 031<br>C | No living units<br>Funeral home<br>3 story |
| 015 | 1950 Northampton Street<br>111-059 | Miller, G. | R1A<br>10175 | Northampton Street | 70<br>0 | 1 | 828 | 993 | 101<br>R | 1 story<br>3 bedroom<br>Single family |
| 016 | Northampton Street<br>111-058 | Messier | R2<br>15113 | Carlton Street<br>Northampton Street | 123<br>109 | 0 | 0 | 0 | 337<br>C | Parking lot<br>Accessory building |
| 017 | 1966 Northampton Street<br>111-063 | Eger, S.A. | R2<br>19940 | Carlton Street<br>Northampton Street | 242<br>86 | 1 | 1251 | 2851 | 105<br>R | 3 family<br>2.5 stories<br>5 bedroom |
| 018 | 1921 Northampton Street<br>111-061 | Durnhammer, Charles | R1A<br>64665 | Northampton Street | 130<br>0 | 1 | 2692 | 4672 | 013<br>R | 1 living unit<br>Living unit = 4 bedroom 2 story<br>Egg farm |
| 019 | 1943 Northampton Street<br>111-062 | Roman Catholic Bishop of Springfield | R1A<br>212137 | Westfield Street<br>Northampton Street | 425<br>388 | 3 | 4400<br>10800 | 8800<br>10800<br>13600 | 999<br>G | Church<br>School<br>Convent<br>Garage<br>Rectory |
| 020 | Northampton Street<br>112-056 | Roman Catholic Bishop of Springfield | R2<br>9664 | Northampton Street | 51<br>0 | 0 | 0 | 0 | 999<br>G | The convent and school are one building that sit on this parcel & parcel 112 - 55 |
| 021 | Northampton Street<br>112-057 | Roman Catholic Bishop of Springfield | R2<br>9761 | Northampton Street | 62<br>0 | 0 | 0 | 0 | 906<br>G | Religious<br>Vacant |
| 022 | Northampton Street<br>112-058 | Roman Catholic Bishop of Springfield | R2<br>9357 | Northampton Street | 60<br>0 | 0 | 0 | 0 | 906<br>G | Religious<br>Vacant |
| 023 | 2019 Northampton Street<br>112-059 | City of Holyoke | R2<br>54576 | Northampton Street | 222<br>0 | 1 | 13300 | 26600 | 351<br>G | Metcalf School |
| 024 | 2029 Northampton Street<br>112-078 | Millgate, John | R2<br>10730 | Lawler Street<br>Northampton Street | 110<br>107 | 1 | 1016 | 2248 | 104<br>R | Two family<br>3 bedroom<br>2 story |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|---|
| 025 | 1977 Northampton Street<br>112-012 | Griffin, Mary | R2<br>11100 | Northampton Street<br>Hitchcock Street | 74<br>150 | 1 | 1088 | 2336 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 026 | 1971 Northampton Street<br>112-013 | Brodeur, Dan | R2<br>15000 | Northampton Street | 100<br>0 | 1 | 1356 | 4136 | 105<br>R | Three family<br>3 bedroom<br>2 story |
| 027 | 1965 Northampton Street<br>112-014 | Kwiecinski, James | R2<br>11100 | Northampton Street<br>Westfield Street | 74<br>150 | 1 | 1064 | 3594 | 104<br>R | Two family<br>3 bedroom<br>2 story |
| 028 | 1976 Northampton Street<br>112-015 | First Baptist Society | R2<br>29364 | Northampton Street<br>South Street | 123<br>175 | 1 | 4376 | 6352 | 906<br>G | Church |
| 029 | 1989 Northampton Street<br>112-055 | Roman Catholic Bishop of Springfield | R2<br>9890 | Northampton Street<br>Hitchcock Street | 68<br>156 | 1 | 5500 | 11000 | 999<br>G | School of the Blessed Sacrament<br>Convent |
| 030 | 624 South Street<br>112-054 | Bartley, James | R2<br>9315 | South Street<br>Northampton Street | 107<br>86 | 1 | 1396 | 2840 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 031 | 1992 Northampton Street<br>112-053 | Wanet, Fred | R2<br>6365 | Northampton Street | 65<br>0 | 1 | 1204 | 2648 | 104<br>R | Two family<br>6 bedroom<br>2 story |
| 032 | 1998 Northampton Street<br>112-052 | Lynch, R.J. | R2<br>7840 | Northampton Street | 80<br>0 | 1 | 1360 | 2912 | 105<br>R | Three family<br>6 bedroom<br>2 story |
| 033 | 2006 Northampton Street<br>112-051 | Muldoon, Dan | R2<br>6048 | Northampton Street | 57<br>0 | 1 | 780 | 2265 | 101<br>R | Single family<br>5 bedroom<br>2.5 stories |
| 034 | 2010 Northampton Street<br>112-050 | Buckley, L. | R2<br>6156 | Northampton Street<br>Myrtle Street | 56<br>115 | 1 | 1044 | 2226 | 101<br>R | Single family<br>5 bedroom<br>2 story |
| 035 | 37 Myrtle Street<br>112-081 | Buckley Real Estate | BL<br>11292 | Myrtle Street<br>Northampton Street | 135<br>74 | 1 | 3380 | 6760 | 325<br>C | Commercial office building |
| 036 | 2026 Northampton Street<br>112-080 | Barcome, R.L. | R2<br>9330 | Northampton Street | 62<br>0 | 1 | 816 | 1764 | 104<br>R | Two family<br>5 bedroom<br>2 story |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|---|
| 037 | 2034 Northampton Street<br>112-079 | Gelineau, Robert | R2<br>15387 | Northampton Street<br>Washington Street | 115<br>146 | 1 | 1568 | 4694 | 105<br>R | Three family<br>6 bedroom<br>2.5 stories |
| 038 | 2044 Northampton Street<br>112-089 | Audette, Maurice | R2<br>14125 | Northampton Street<br>Washington Street | 118<br>97 | 1 | 1344 | 5000 | 999<br>C | First floor = Beauty shop<br>2.5 stories<br>One living unit<br>4 bedroom |
| 039 | 2039 Northampton Street<br>113-008 | Harker, Ed | R2<br>19110 | Northampton Street<br>Lawler Street | 107<br>180 | 1 | 1301 | 2809 | 104<br>R | Two family<br>6 bedroom<br>2 story |
| 040 | 2049 Northampton Street<br>113-009 | Farrell, B.J. | RO<br>31672 | Northampton Street | 100<br>0 | 1 | 1705 | 7306 | 999<br>C | Ten units<br>Funeral home<br>3 story<br>50% commercial |
| 041 | 2055 Northampton Street<br>113-024 | Tongelidis, George | R2<br>5034 | Northampton Street | 42<br>0 | 1 | 872 | 1744 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 042 | 2059 Northampton Street<br>113-023 | Maziarz, Tony | R2<br>5423 | Northampton Street<br>Longwood Street | 45<br>128 | 1 | 844 | 1688 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 043 | 2067 Northampton Street<br>113-082 | Fitzpatrick, Shaun | R2<br>5644 | Northampton Street<br>Longwood Street | 50<br>107 | 1 | 1144 | 2785 | 105<br>R | Three family<br>6 bedroom<br>2 story |
| 044 | Northampton Street<br>113-081 | Fitzpatrick, Shaun | R2<br>6148 | Northampton Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant land |
| 045 | 2054 Northampton Street<br>113-026 | Rowimski, Stan | R2<br>10510 | Northampton Street | 70<br>0 | 1 | 1076 | 2232 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 046 | 2062 Northampton Street<br>113-025 | Buckley Real Estate | R2<br>10065 | Northampton Street<br>Laurel Street | 40<br>118 | 1 | 1324 | 2648 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 047 | 2068 Northampton Street<br>113-078 | Conway, Viola | R2<br>8457 | Northampton Street<br>Laurel Street | 40<br>79 | 1 | 1217 | 2434 | 104<br>R | Two family<br>6 bedroom<br>2 story |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|
| 048 2074 Northampton Street<br>113-079 | Theriault, J. | R2<br>8106 | Northampton Street | 60<br>0 | 1 | 1052 | 2270 | 104<br>R | Two family<br>6 bedroom<br>2 story |
| 049 2080 Northampton Street<br>113-080 | Shea, Carol | R2<br>8217 | Northampton Street<br>View Street | 45<br>100 | 1 | 1011 | 2022 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 050 2075 Northampton Street<br>113-103 | Conner, J. | R2<br>7061 | Northampton Street<br>Elmwood Street | 102<br>78 | 1 | 1398 | 1398 | 101<br>R | Single family<br>3 bedroom<br>1 story |
| 051 2090 Northampton Street<br>113-104 | Norris, Helen | R2<br>10778 | Northampton Street<br>View Street | 125<br>122 | 1 | 870 | 1740 | 104<br>R | Two family<br>5 bedroom<br>2 story |
| 052 2102 Northampton Street<br>113-131 | Brunault, Ernest | R2<br>7636 | Northampton Street | 55<br>0 | 1 | 844 | 1688 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 053 2104 Northampton Street<br>113-130 | Slocomb, Russell | R2<br>12626 | Northampton Street<br>Glen Street | 117<br>92 | 1 | 1251 | 2604 | 104<br>R | Two family<br>5 bedroom<br>2 story |
| 054 4 Elmwood Street<br>113-132 | Monty, Adrian | R2<br>5598 | Elmwood Street<br>Northampton Street | 108<br>50 | 1 | 768 | 768 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 056 2091 Northampton Street<br>113-133 | Lazaradis, Angelo | R2<br>5968 | Northampton Street | 50<br>0 | 1 | 1125 | 2250 | 104<br>R | Two family<br>6 bedroom<br>2 story |
| 057 2093 Northampton Street<br>113-134 | Jolin, George | R2<br>5836 | Northampton Street | 50<br>0 | 1 | 1125 | 2250 | 104<br>R | Two family<br>6 bedroom<br>2 story |
| 058 2099 Northampton Street<br>113-135 | Callahan, Tom | R2<br>6198 | Northampton Street<br>West Glen Street | 50<br>128 | 1 | 1120 | 2276 | 104<br>R | Two family<br>5 bedroom<br>2 story |
| 059 2111 Northampton Street<br>113-167 | Gay, Ray | R2<br>5452 | Northampton Street | 50<br>0 | 1 | 792 | 792 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 060 2105 Northampton Street<br>113-168 | Giguere, Joe | R2<br>5903 | Northampton Street<br>West Glen Street | 50<br>115 | 1 | 1442 | 2980 | 105<br>R | Three family<br>7 bedroom<br>2 story |

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|---|---|---|---|---|---|---|---|---|---|---|
| 061 | 2120 Northampton Street<br>113-169 | Meara, P.K. | R2<br>7685 | Northampton Street<br>Glen Street | 70<br>122 | 1 | 1376 | 2784 | 104<br>R | Two family<br>6 bedroom<br>2 story |
| 062 | 2145 Northampton Street<br>114-042 | Griffin, Tim | R2<br>7500 | Northampton Street | 62<br>0 | 1 | 1404 | 2808 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 063 | 2147 Northampton Street<br>114-041 | Manijak, S.A. | R2<br>7500 | Northampton Street<br>Gilman Street | 62<br>120 | 1 | 1296 | 2592 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 064 | 2157 Northampton Street<br>114-040 | Mahoney, | R2<br>7500 | Northampton Street<br>Gilman Street | 59<br>118 | 1 | 816 | 1632 | 104<br>R | Two family<br>2 bedroom<br>2 story |
| 065 | 2163 Northampton Street<br>114-039 | Kolreg, M & H | R2<br>7328 | Northampton Street<br>Whiting Farms Road | 61<br>119 | 1 | 672 | 1176 | 101<br>R | Single family<br>3 bedroom<br>1.5 story |
| 066 | Northampton Street<br>114-066 | Roman Catholic Bishop of Springfield | R2<br>553212 | Northampton Street | 1780<br>0 | 0 | 0 | 0 | 903<br>G | Calvary cemetary |
| 067 | 2115 Northampton Street<br>114-046 | Johnson, Howard | R2<br>7200 | Northampton Street | 60<br>0 | 1 | 896 | 1254 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 068 | Northampton Street<br>114-047 | Johnson, Howard | R2<br>630 | None | 0<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 069 | 2117 Northampton Street<br>114-045 | Nelson, Enola | R2<br>7800 | Northampton Street<br>Clark Street | 65<br>120 | 1 | 1308 | 2616 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 070 | 2129 Northampton Street<br>114-044 | OConnor, John | R2<br>7500 | Northampton Street<br>Clark Street | 62<br>120 | 1 | 772 | 1808 | 104<br>R | Two family<br>3 bedroom<br>2 story |
| 071 | 2133 Northampton Street<br>114-043 | Broomall, Clement | R2<br>7500 | Northampton Street | 62<br>0 | 1 | 936 | 1638 | 101<br>R | Single family<br>1 bedroom<br>1.5 stories |
| 072 | 2173 Northampton Street<br>115-015-1 | Clinton 79 Associates | BG<br>37287 | Northampton Street<br>Whiting Farms Road | 150<br>242 | 1 | 3923 | 3923 | 326<br>C | Fast food restuarant |

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|---|---|---|---|---|---|---|---|---|---|
| 073 Northampton Street<br>114-015-2 | Burger King | BG<br>38504 | Northampton Street | 150<br>0 | 1 | 3470 | 3470 | 326<br>C | Burger King<br>Fast food restuarant |
| 074 Whiting Farms Road<br>114-015-3 | K-Mart Corporation | BG<br>20822 | Whiting Farms Road | 140<br>0 | 0 | 0 | 0 | 337<br>C | Parking lot |
| 075 Northampton Street<br>115-019 | Elmwood Cemetary Association | R2<br>4620 | Northampton Street | 12<br>0 | 0 | 0 | 0 | 903<br>G | Elmwood cemetary |
| 076 Northampton Street<br>115-020 | Elmwood Cemetary Association | R2<br>117612 | Northampton Street | 290<br>0 | 0 | 0 | 0 | 903<br>G | Elmwood cemetary |
| 077 2194 Northampton Street<br>115-018 | R.H. C. Associates | BG<br>39979 | Northampton Street | 200<br>0 | 1 | 1680 | 5131 | 326<br>C | Fast food restuarant |
| 078 2230 Northampton Street<br>115-017 | Holyoke Associates Inc. | IG<br>749232 | Northampton Street | 255<br>0 | 1 | 69920 | 156260 | 323<br>C | Commercial shopping center<br>10 acres primary<br>7.2 acres undeveloped |
| 079 Northampton Street<br>115-017-1 | Plaza Group Inc. | BG<br>113256 | Northampton Street | 575<br>0 | 0 | 0 | 0 | 391<br>V | Vacant |
| 080 2211 Northampton Street<br>115-015 | Two West Holymart Assoc. | BG<br>821106 | Northampton Street | 530<br>0 | 2 | 33920<br>1546 | 200672<br>1546 | 999<br>C | 1. K-Mart<br>2. Fast food restuarant<br>Access possible on Whiting Farms Road<br>10 acre primary<br>8.85 acres undeveloped |
| 081 2213 Northampton Street<br>115-015-2 | Vanguard Savings Bank | BG<br>21988 | Northampton Street | 251<br>0 | 1 | 990 | 3960 | 341<br>C | Bank- has drive thru |
| 082 Northampton Street<br>115-015-3 | K-Mart Corporation | BG<br>22651 | Northampton Street | 140<br>0 | 1 | 2876 | 2876 | 326<br>C | Fast food restuarant |
| 083 2217 Northampton Street<br>115-016 | Plaza Associates | BG<br>380714 | Northampton Street | 475<br>0 | 2 | 29140<br>1638 | 29140<br>1638 | 999<br>C | 1. Commercial shopping ctr.<br>2. Bank |
| 084 Northampton Street<br>115-016A | FJRA Assoc. | BG<br>13252 | Northampton Street | 86<br>0 | 1 | 714 | 4032 | 331<br>C | Auto service |
| 085 2230 Northampton Street<br>115-017-2 | Neikrie, | IG<br>73616 | Northampton Street | 322<br>0 | 1 | 7414 | 15065 | 325<br>C | Retail |
| 086 Northampton Street<br>115-017-3 | City of Holyoke | IG<br>7001 | Northampton Street | 416<br>0 | 0 | 0 | 0 | 903<br>G | Vacant |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|---|
| 087 | Anderson Hill<br>115-023 | Rufo, Paul | BH<br>10454 | Anderson Hill | 307<br>0 | 0 | 0 | 0 | 390<br>V | Vacant |
| 088 | 40 Anderson Hill<br>115-022 | Rufo, Paul | BH<br>47480 | Anderson Hill | 505<br>0 | 2 | 4048<br>616 | 4048<br>2016 | 999<br>C | 1. Auto service<br>2. Single family<br>.09 acre marsh<br>One acre primary |
| 089 | Anderson Hill<br>115-021 | Tobias, Stan | BH<br>50094 | Anderson Hill | 300<br>0 | 0 | 0 | 0 | 390<br>V | Vacant<br>Lot 21 |
| 090 | 1025 Springfield Street<br>116-008 | Marcotte, Bryan | BH<br>486129 | Springfield Street<br>Anderson Hill | 1641<br>997 | 2 | 1050<br>3840 | 4450<br>26888 | 999<br>C | 1. Auto parts store<br>2. Auto dealer<br>680 ft. frontage also on Ingleside Street |
| 091 | Main Street<br>116-009 | Hebert, John | BH<br>24393 | Main Street | 100<br>0 | 0 | 0 | 0 | 390<br>V | Vacant<br>100 ft. shoreline on Conn. River |
| 092 | 990 Main Street<br>116-010 | LeMire, Roy | BH<br>47196 | Main Street | 145<br>0 | 1 | 1060 | 3909 | 335<br>C | Car wash<br>203 ft. shoreline on the Conn.River |
| 093 | Springfield Street<br>116-011 | Rome, Gerald | BH<br>28878 | Springfield Street | 97<br>0 | 0 | 0 | 0 | 390<br>V | Vacant<br>92 ft. of shore line on the Conn. River |
| 094 | 1000 Springfield Street<br>116-012 | Rome, Gerald | BH<br>56292 | Springfield Street | 201<br>0 | 1 | 3500 | 6284 | 330<br>C | Auto dealer<br>Building extends into parcel 116-103<br>197 feet shoreline on the Conn. River |
| 095 | Springfield Street<br>116-013 | Rome, Gerald | BH<br>56628 | Springfield Street | 200<br>0 | 1 | 1056 | 1056 | 330<br>C | Auto dealer<br>Building on this parcel is an extension of the structure on 116-012<br>200 ft shoreline on the Conn. River |
| 096 | 1010 Main Street<br>116-014 | Tobias, Stan | BH<br>23522 | Main Street | 105<br>0 | 0 | 0 | 0 | 390<br>V | Vacant land<br>105 ft. shoreline on the Conn River |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# PARCEL LOCATION AND IDENTIFICATION Street Address Map # Parcel# | OWNER NAME | ZONING LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE Street name | STRUCTURES Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 097 Main Street<br>116-015 | Tobias, Stan | BH<br>42775 | Main Street | 172<br>0 | 0 | 0 | 0 | 390<br>V | Vacant<br>Lot 15<br>131 ft shoreline on the River |
| 098 Northampton Street<br>116-005 | Plaza Associates | BG<br>1171764 | Northampton Street | 575<br>0 | 5 | 77598<br>32495<br>2125 | 152354<br>32495<br>1740<br>6080<br>2125 | 999<br>C | 1.Zayre/others: 2.Multi-tenant<br>3.Pearl Vision<br>4.Retail<br>5. Kentucky Fried Chicken<br>Possible access/Whiting Farms Road |
| 099 Ingleside Street<br>116-004 | Sisters of Providence | R1A<br>1119492 | Ingleside Street | 1685<br>0 | 0 | 0 | 0 | 905<br>G | Home for the elderly |
| 100 Northampton Street<br>116-006 | Franklin Reality Company Limited | RO<br>47916 | Northampton Street | 211<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 101 Ingleside Street<br>116-007 | Pioneer Valley Railroad | R1A<br>0 | None | 0<br>0 | 0 | 0 | 0 | 909<br>I | |
| 102 1045 Main Street<br>116-016 | City of Holyoke | RA<br>461736 | Main Street | 1071<br>0 | 1 | 300000 | 300000 | 351<br>G | Deans Voc - Tech School<br>Pedestrian bridge |
| 103 1030 Main Street<br>116-017 | City of Holyoke | BH<br>104544 | Main Street | 265<br>0 | 1 | 500 | 500 | 351<br>G | Deans School field |
| 104 Main Street<br>116-018-1 | City of Holyoke | BH<br>89298 | Main Street | 275<br>0 | 0 | 0 | 0 | 351<br>G | Deans School field |
| 105 Main Street<br>116-018 | City of Holyoke | BH<br>156816 | Main Street | 49<br>0 | 0 | 0 | 0 | 351<br>G | Deans School field |
| 106 1109 Springfield Street<br>117-137 | Sattler, M | RA<br>5925 | Springfield Street<br>Arthur Street | 50<br>54 | 1 | 624 | 1328 | 104<br>R | Two family<br>2 bedroom<br>2 story |
| 107 1115 Springfield Street<br>117-138 | Sulenski, Stan | BG<br>11200 | Springfield Street<br>Ferry Street | 127<br>98 | 1 | 2400 | 4800 | 999<br>C | First floor commercial (motel)<br>second floor/three apt<br>93 ft. frontage/Arthur Street |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 108 | Main Street<br>117-140A | St John, Leonard | RA<br>7671 | Main Street | 60<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 109 | Main Street<br>117-140 | St. John, Leonard | RA<br>14578 | Main Street<br>Ferry Street | 110<br>143 | 0 | 0 | 0 | 130<br>V | Vacant |
| 110 | 1106 Main Street<br>117-141 | Shaddock, Russell | RA<br>17019 | Main Street | 130<br>0 | 1 | 653 | 1335 | 101<br>R | Single family<br>2 bedroom<br>2 story |
| 111 | Ingleside Street<br>117-132 | Higgins, Ray | RA<br>7545 | Ingleside Street | 64<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 112 | 370 Ingleside Street<br>117-133 | Jacobson, Leonard | RA<br>13801 | Ingleside Street<br>Ferry Street | 100<br>100 | 1 | 936 | 2040 | 104<br>R | Two family<br>4 bedroom<br>2 story<br>196 ft. frontage/Arthur Street |
| 113 | 366 Ingleside Street<br>117-134 | Eger, Rita | RA<br>6073 | Ingleside Street<br>Arthur Street | 74<br>25 | 1 | 440 | 2317 | 101<br>R | Single family<br>3 bedroom<br>1.5 story |
| 114 | Springfield Street<br>117-135 | Goller, Marie | RA<br>7750 | Springfield Street<br>Arthur Street | 55<br>55 | 0 | 0 | 0 | 130<br>V | Vacant |
| 115 | 1107 Springfield Street<br>117-136 | Pelletier, Don | RA<br>7075 | Springfield Street<br>Arthur Street | 50<br>50 | 1 | 600 | 1218 | 101<br>R | Single family<br>6 bedroom<br>1.5 story |
| 116 | Ingleside Street<br>117-021 | Wilhelmi, | RA<br>11700 | Ingleside Street | 100<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 117 | Ingleside Street<br>117-020 | Wilhelmi, | RA<br>10890 | Ingleside Street | 125<br>0 | 1 | 672 | 1392 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 118 | 258 Ingleside Street<br>117-023 | Miller, | RA<br>10692 | Ingleside Street<br>St. Vincent Street | 84<br>123 | 1 | 624 | 1296 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 119 | 264 Ingleside Street<br>117-024 | Bourbeau, William | RA<br>8998 | Ingleside Street | 75<br>0 | 1 | 576 | 1764 | 101<br>R | Single family<br>3 bedroom<br>2.5 stories |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 120 | 270 Ingleside Street<br>117-025 | Lang, Charles | RA<br>8890 | Ingleside Street | 75<br>0 | 1 | 1248 | 2184 | 101<br>R | Single family<br>3 bedroom<br>1.5 stories |
| 121 | 280 Ingleside Street<br>117-026 | Tobias, Stan | BH<br>11700 | Ingleside Street | 100<br>0 | 1 | 297 | 297 | 325<br>C | Used cars - retail |
| 122 | 294 Ingleside Street<br>117-027 | Daviau, Walter | BH<br>5825 | Ingleside Street | 50<br>0 | 1 | 336 | 872 | 101<br>R | Single family<br>2 bedroom<br>2 story |
| 123 | Ingleside Street<br>117-028 | Daviau, Walter | BH<br>11700 | Ingleside Street | 100<br>0 | 0 | 0 | 0 | 390<br>V | Vacant |
| 124 | Ingleside Street<br>117-029 | Sattler, Constance | RA<br>5900 | Ingleside Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 125 | Ingleside Street<br>117-030 | Sattler, Paul | RA<br>11894 | Ingleside Street | 100<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 126 | Ingleside Street<br>117-031 | Sattler, Ed | RA<br>5950 | Ingleside Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 127 | Ingleside Street<br>117-032 | Dallas, Madeline | RA<br>5950 | Ingleside Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 128 | 318 Ingleside Street<br>117-033 | Dallas, Madeline | RA<br>5850 | Ingleside Street | 50<br>0 | 1 | 660 | 1320 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 129 | Ingleside Street<br>117-034 | Dallas, Madeline | RA<br>9625 | Ingleside Street<br>Peltiah Street | 101<br>90 | 0 | 0 | 0 | 130<br>V | Vacant |
| 130 | Peltiah Street<br>117-035 | Owner not determined | RA<br>600 | Peltiah Street | 13<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 131 | 67 Arthur Street<br>117-036 | Spence, Janet | RA<br>5175 | Arthur Street<br>Peltiah Street | 50<br>103 | 1 | 816 | 816 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 132 | Arthur Street<br>117-037 | Jerrett, Omer | RA<br>10500 | Arthur Street | 100<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 133 | 63 Arthur Street<br>117-038 | Jarrett, Omer | RA<br>5325 | Arthur Street | 50<br>0 | 1 | 952 | 1904 | 104<br>R | Two family<br>4 bedroom<br>2 story |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 134 | 61.5 Arthur Street<br>117-039 | Windoloski, M | RA<br>10800 | Arthur Street | 100<br>0 | 1 | 1200 | 1200 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 135 | Arthur Street<br>117-040 | Sattler, Ed | RA<br>2738 | Arthur Street | 25<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 136 | 61 Arthur Street<br>117-041 | Sattler, Paul | RA<br>5493 | Arthur Street | 50<br>0 | 1 | 680 | 1520 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 137 | 43 Arthur Street<br>117-043 | Labell, Cordelia | RA<br>8331 | Arthur Street | 75<br>0 | 1 | 440 | 1419 | 101<br>R | Single family<br>3 bedroom<br>1.5 stories |
| 138 | 51 Arthur Street<br>117-044 | Sattler, Arthur | RA<br>8475 | Arthur Street | 75<br>0 | 1 | 816 | 2316 | 105<br>R | Three family<br>6 bedroom<br>2.5 stories |
| 139 | 41 Arthur Street<br>117-045 | Wajda, Mitchell | RA<br>14343 | Arthur Street | 125<br>0 | 1 | 870 | 2738 | 999<br>R | 3 bedroom<br>150 Sq. ft. Beauty shop attached |
| 140 | 33 Arthur Street<br>117-046 | Guyer, Ed | RA<br>8850 | Arthur Street | 75<br>0 | 1 | 1080 | 1080 | 101<br>R | Single family<br>3 bedroom<br>1 story |
| 141 | 25 Arthur Street<br>117-047 | Founier, Norm | RA<br>8850 | Arthur Street | 75<br>0 | 1 | 992 | 992 | 101<br>R | Single family<br>3 bedroom<br>1 story |
| 142 | 21 Arthur Street<br>117-048 | Dunn, William | RA<br>11664 | Arthur Street<br>St Vincent | 100<br>123 | 1 | 676 | 2036 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 143 | 10 Arthur Street<br>117-049 | Godard, Norm | RA<br>13478 | Arthur Street<br>St Vincent | 104<br>125 | 1 | 720 | 1548 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 144 | 12 Arthur Street<br>117-050 | Godbout, G.P. | R2<br>18225 | Arthur Street | 150<br>0 | 1 | 936 | 2088 | 104<br>R | Two family<br>4 bedroom<br>2 story<br>Also known as 14 Arthur St. |
| 145 | Arthur Street<br>117-051 | Lamirande, Barb | RA<br>5950 | Arthur Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 146 | 20 Arthur Street<br>117-052 | Lamirande, Barb | RA<br>5875 | Arthur Street | 50<br>0 | 1 | 792 | 1386 | 101<br>R | Single family<br>2 bedroom<br>1.5 stories |
| 147 | 50 Arthur Street<br>117-053 | Provost, B. | RA<br>13163 | Arthur Street | 150<br>0 | 1 | 820 | 820 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 148 | Rear Arthur<br>117-054 | Rooney, J. | RA<br>3662 | Arthur Street | 0<br>0 | 0 | 0 | 0 | 101<br>R | Vacant<br>Tied to 117 - 063, 1075 Springfield Street |
| 149 | Springfield Street<br>117-055 | City of Holyoke | RA<br>43080 | Springfield Street<br>Arthur Street | 200<br>200 | 1 | 3000 | 6000 | 351<br>G | Springfield Road School<br>DPW |
| 150 | 58 Arthur Street<br>117-056 | Oberlander, Lloyd | RA<br>10825 | Arthur Street | 100<br>0 | 1 | 848 | 848 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 151 | 60 Arthur Street<br>117-057 | Stauber, Wolfgang | RA<br>5325 | Arthur Street | 50<br>0 | 1 | 660 | 660 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 152 | 72 Arthur Street<br>117-058 | Hieronymus, P. | RA<br>5275 | Arthur Street<br>Peltiah Street | 50<br>105 | 1 | 864 | 888 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 153 | Springfield Street<br>117-059 | Belanger, Annette | RA<br>5025 | Springfield Street<br>Peltiah Street | 50<br>105 | 0 | 0 | 0 | 130<br>V | Vacant |
| 154 | 1089 Springfield Street<br>117-060 | Belanger, Annette | RA<br>5075 | Springfield Street | 50<br>0 | 1 | 720 | 1704 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 155 | Springfield Street<br>117-061 | Oberlander, Lloyd | RA<br>5100 | Springfield Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 156 | Springfield Street<br>117-062 | Oberlander, Lloyd | RA<br>5025 | Springfield Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 157 | 1075 Springfield Street<br>117-063 | Rooney, James | RA<br>8100 | Springfield Street | 75<br>0 | 1 | 908 | 2072 | 101<br>R | Single family<br>4 bedroom<br>2 story<br>Tied with 117 - 054. |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 158 | 1073 Springfield Street<br>117-064 | Holt, Marlene | RA<br>8625 | Springfield Street | 75<br>0 | 1 | 600 | 1296 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 159 | Springfield Street<br>117-065 | Holt, Marlene | RA<br>5575 | Springfield Street | 50<br>0 | 0 | 0 | 0 | 390<br>V | Vacant |
| 160 | 1071 Springfield Street<br>117-066 | Kissko, Steven | RA<br>5625 | Springfield Street | 50<br>0 | 1 | 1008 | 1008 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 161 | 1069 Springfield Street<br>117-067 | Blanchard, E. | RA<br>5650 | Springfield Street | 50<br>0 | 1 | 876 | 876 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 162 | Springfield Street<br>117-068 | Blanchard, E. | RA<br>2825 | Springfield Street | 25<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 163 | Springfield Street<br>117-069 | Matteson, David | RA<br>2825 | Springfield Street | 25<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 164 | 1063 Main Street<br>117-070 | Matteson. David | RA<br>5675 | Main Street | 50<br>0 | 1 | 560 | 1376 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 165 | Main Street<br>117-071 | Westbrook, Andrew | RA<br>5725 | Main Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 166 | 1057 Main Street<br>117-072 | Westbrook, Andrew | RA<br>8303 | Main Street<br>St. Vincent | 73<br>125 | 1 | 1080 | 1080 | 101<br>R | Single family<br>3 bedroom<br>1 story |
| 167 | 1056 Springfield Street<br>117-073 | Therien, Lawrence | RA<br>21195 | Main Street | 64<br>0 | 1 | 480 | 480 | 101<br>R | Single family<br>1 bedroom<br>1 story<br>60 feet on the Conn. River<br>Pond on property |
| 168 | Springfield Street<br>117-074 | Therien, Lawrence | RA<br>10296 | None | 0<br>0 | 0 | 0 | 0 | 130<br>V | Vacant<br>45 feet frontage on the Conn. River |
| 169 | 1058 Springfield Street<br>117-075 | Kjoller, Kai | RA<br>16746 | Springfield Street | 68<br>0 | 1 | 1072 | 1072 | 101<br>R | Single family<br>2 bedroom<br>1 story<br>45 ft. frontage on the Conn River |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 170 | 1060 Springfield Street<br>117-076 | Lanney, Ed | RA<br>17650 | Springfield Street | 50<br>0 | 1 | 648 | 1320 | 101<br>R | Single family<br>3 bedroom<br>2 story<br>50 ft. frontage on the Conn River |
| 171 | 1062 Springfield Street<br>117-077 | Murphy, Terrance | RA<br>10959 | Springfield Street | 100<br>0 | 1 | 472 | 968 | 101<br>R | Single family<br>2 bedroom<br>2 story |
| 172 | 1062 Rear Springfield Str<br>117-078 | Guerin, Ron | RA<br>23700 | None | 0<br>0 | 1 | 1008 | 1008 | 104<br>R | Two family<br>2 bedroom<br>1.5 stories<br>107 ft. frontage on the Conn River |
| 173 | 1066 Springfield Street<br>117-079 | Foisy, Rene | RA<br>18000 | Springfield Street | 50<br>0 | 1 | 728 | 1456 | 101<br>R | Single family<br>3 bedroom<br>2 story<br>50 ft. frontage on the Conn. River |
| 174 | 1068 Springfield Street<br>117-080 | St. John, L. | RA<br>18100 | Springfield Street | 50<br>0 | 1 | 1020 | 2832 | 104<br>R | Two family<br>2 bedroom<br>2 story<br>50 ft. frontage on the Conn. River |
| 175 | Springfield Street<br>117-081 | St. John, L. | RA<br>18400 | Springfield Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant<br>50 feet frontage on the Conn. River |
| 176 | 1072 Springfield Street<br>117-082 | Walker, Allan | RA<br>18750 | Springfield Street | 50<br>0 | 1 | 856 | 1712 | 101<br>R | Single family<br>4 bedroom<br>2 story<br>50 feet frontage on the Conn River |
| 177 | Springfield Street<br>117-083 | Walker, Allan | RA<br>18875 | Springfield Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant<br>50 feet frontage on the Conn. River |
| 178 | 1076 Main Street<br>117-084 | Wheeler, Henry | RA<br>19000 | Main Street | 50<br>0 | 1 | 720 | 1524 | 101<br>R | Single family<br>3 bedroom<br>2 story<br>50 feet frontage on the Conn River |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 179 | 1078 Springfield Street<br>117-085 | Krueger, Bonnie | RA<br>19250 | Springfield Street | 50<br>0 | 1 | 720 | 1596 | 104<br>R | Two family<br>4 bedroom<br>2 story<br>50 feet frontage on the Conn River |
| 180 | 1080 Springfield Street<br>117-086 | Leary, Kevin | RA<br>19425 | Springfield Street | 50<br>0 | 1 | 1008 | 1872 | 101<br>R | Single family<br>2 bedroom<br>1.5 stories<br>50 feet frontage on the Conn River |
| 181 | 1082 Springfield Street<br>117-087 | Goodrow, Ron | RA<br>19550 | Springfield Street | 50<br>0 | 1 | 900 | 1800 | 101<br>R | Single family<br>6 bedroom<br>2 story<br>50 feet frontage on the Conn River |
| 182 | 1084 Springfield Street<br>117-088 | Monfett, Thomas | RA<br>19645 | Springfield Street | 50<br>0 | 2 | 660<br>480 | 960<br>1368 | 109<br>R | Two houses on one lot<br>1. Three family<br>2. Two family<br>50 feet frontage on the Conn River |
| 183 | 1086 Springfield Street<br>117-089 | Eger, Howard | RA<br>19740 | Springfield Street | 50<br>0 | 1 | 640 | 1204 | 101<br>R | Single family<br>3 bedroom<br>1.5 stories<br>50 feet frontage on the Conn River |
| 184 | 1090 Springfield Street<br>117-090 | Falcetti, Henry | RA<br>12738 | Springfield Street | 90<br>0 | 1 | 960 | 1698 | 101<br>R | Single family<br>3 bedroom<br>1.5 stories |
| 185 | 1092 Main Street<br>117-091 | Brault, Emery | RA<br>8690 | Main Street<br>Peltiah Street | 50<br>150 | 1 | 836 | 2054 | 104<br>R | Two family<br>6 bedroom<br>2 story |
| 186 | Peltiah Street<br>117-092 | Justice, William | RA<br>7500 | Peltiah Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 187 | 15 Peltiah Street<br>117-093 | Justice, William | RA<br>7500 | Peltiah Street | 50<br>0 | 1 | 836 | 1804 | 101<br>R | Single family<br>3 bedroom<br>2 story |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 188 | Peltiah Street<br>117-094 | LeBrun, Anna | RA<br>7500 | Peltiah Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 189 | 7 Peltiah Street<br>117-095 | Roske, Chester | RA<br>14100 | Peltiah Street | 100<br>0 | 1 | 644 | 796 | 101<br>R | Single family<br>4 bedroom<br>1 story<br>150 feet frontage on the Conn River |
| 190 | 2 Oscar Street<br>117-096 | Cienki, J. | RA<br>9630 | Oscar Street<br>Peltiah Street | 92<br>100 | 1 | 628 | 1308 | 101<br>R | Single family<br>3 bedroom<br>1.5 stories<br>92 feet frontage on the Conn River |
| 191 | 4 Oscar Street<br>117-097 | Crowley, Joe | RA<br>6730 | Oscar Street | 56<br>0 | 1 | 900 | 1575 | 101<br>R | Single family<br>3 bedroom<br>1.5 stories |
| 192 | Oscar Street<br>117-098 | Crowley, Joe | RA<br>10500 | Oscar Street | 75<br>0 | 0 | 0 | 0 | 130<br>V | Vacant<br>75 feet frontage on the Conn. River |
| 193 | Oscar Street<br>117-099 | St. John, | RA<br>18525 | Oscar Street | 150<br>0 | 0 | 0 | 0 | 106<br>R | Accessory building |
| 194 | Oscar Street<br>117-100 | Pulowski, David | RA<br>11851 | Oscar Street<br>Peltiah Street | 144<br>75 | 0 | 0 | 0 | 130<br>V | Vacant |
| 195 | 1094 Springfield Street<br>117-101 | Pulowski, David | RA<br>7325 | Springfield Street<br>Peltiah Street | 50<br>150 | 1 | 1236 | 2163 | 101<br>R | Single family<br>2 bedroom<br>1.5 stories |
| 196 | 1096 Springfield Street<br>117-102 | Foley, Howard | RA<br>7704 | Springfield Street | 45<br>0 | 1 | 528 | 1056 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 197 | Springfield Street<br>117-103 | Mireault, Hattie | RA<br>8403 | Springfield Street | 47<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 198 | Springfield Street<br>117-104 | Campbell, Clarence | RA<br>6397 | Springfield Street | 40<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 199 | 1102 Springfield Street<br>117-105 | Andino, Frankie | RA<br>6550 | Springfield Street | 50<br>0 | 1 | 456 | 992 | 101<br>R | Single family<br>3 bedroom<br>2 story |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 200 | 1104 Springfield Street<br>117-106 | Davis, Martin | RA<br>6705 | Springfield Street | 50<br>0 | 1 | 636 | 1272 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 201 | 1103 Springfield Street<br>117-107 | Goller, Marie | RA<br>4300 | Springfield Street | 54<br>0 | 1 | 656 | 2024 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 202 | Springfield Street<br>117-108 | Goller, Marie | RA<br>4625 | Springfield Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 203 | Springfield Street<br>117-109 | Alicea, Marcelino | RA<br>4050 | Springfield Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 204 | 1097 Springfield Street<br>117-110 | Alicea, Marcelino | RA<br>7594 | Springfield Street | 75<br>0 | 1 | 660 | 1584 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 205 | 1093 Springfield Street<br>117-111 | King, Laura | RA<br>7350 | Springfield Street<br>Peltiah Street | 75<br>99 | 1 | 768 | 1190 | 101<br>R | Single family<br>3 bedroom<br>1 story |
| 206 | Arthur Street<br>117-112 | Duong, M | RA<br>5330 | Arthur Street<br>Peltiah Street | 50<br>107 | 0 | 0 | 0 | 130<br>V | Vacant |
| 207 | 80 Arthur Street<br>117-113 | Duong, M | RA<br>5284 | Arthur Street | 50<br>0 | 1 | 1008 | 1408 | 101<br>R | Single family<br>3 bedroom<br>1 story |
| 208 | Arthur Street<br>117-114 | Goller, Marie | RA<br>5000 | Arthur Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 209 | Arthur Street<br>117-115 | Goller, Marie | RA<br>4900 | Arthur Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 210 | Arthur Street<br>117-116 | Goller, Marie | RA<br>4800 | Arthur Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 211 | Arthur Street<br>117-117 | Goller, Marie | RA<br>4512 | Arthur Street | 53<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 212 | Ingleside Street<br>117-118 | Wrigley, Margeret | RA<br>5737 | Ingleside Street | 51<br>0 | 0 | 0 | 0 | 316<br>I | 512 square foot accessory building |
| 213 | 99 Arthur Street<br>117-119 | Bonbard, D | RA<br>6092 | Arthur Street | 50<br>0 | 1 | 1104 | 3036 | 105<br>R | Three family<br>8 bedroom<br>2.5 stories |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 214 | 346 Ingleside Street<br>117-120 | Halket, Ross | RA<br>6995 | Ingleside Street<br>Arthur Street | 52<br>50 | 1 | 672 | 940 | 101<br>R | Single family<br>2 bedroom<br>1 story |
| 215 | 79 Arthur Street<br>117-121 | Meaden, Barb | RA<br>7500 | Arthur Street<br>Peltiah Street | 150<br>50 | 1 | 864 | 864 | 101<br>R | Single family<br>3 bedroom<br>1 story |
| 216 | Ingleside Street<br>117-122 | Halket, Ross | RA<br>5328 | Ingleside Street | 52<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 217 | Ingleside Street<br>117-123 | Halket, Ross | RA<br>6160 | Ingleside Street | 52<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 218 | Ingleside Street<br>117-124 | Halket, Ross | RA<br>6908 | Ingleside Street<br>Peltiah Street | 52<br>146 | 0 | 0 | 0 | 130<br>V | Vacant |
| 219 | 353 Ingleside Street<br>117-125 | Pecia, Tadeusz | RA<br>63597 | Ingleside Street<br>Lower Westfield Road | 240<br>225 | 1 | 840 | 1960 | 101<br>R | Single family<br>3 bedroom<br>2 story<br>20037 sg. ft. marsh |
| 220 | Ingleside Street<br>117-126 | City of Holyoke | RA<br>14300 | Ingleside Street | 220<br>0 | 0 | 0 | 0 | 908<br>G | Geriatric Authority of Holyoke<br>Could have address on Lower Westfield Rd |
| 221 | Lower Westfield Road<br>117-127 | O'Connell, Daniel | RA<br>10000 | Lower Westfield Road | 192<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 222 | 460 Lower Westfield Road<br>117-128 | Bergeron, Norman | RA<br>22670 | Lower Westfield Road | 296<br>0 | 1 | 660 | 1155 | 101<br>R | Single family<br>2 bedroom<br>1.5 stories |
| 223 | Lower Westfield Road<br>117-129 | Schroeder, Edwin | RA<br>30492 | Lower Westfield Road | 291<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 224 | 385 Ingleside Street<br>117-130 | Oberlander, Jeffrey | RA<br>49087 | Ingleside Street | 280<br>0 | 1 | 940 | 1645 | 101<br>R | Single family<br>3 bedroom<br>1.5 stories<br>5227 sq. ft. marsh |
| 225 | Lower Westfield Road<br>117-131 | Higgins, Ray | RA<br>10220 | Lower Westfield Road | 90<br>0 | 1 | 535 | 535 | 101<br>R | Single family<br>1 bedroom<br>1 story |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 226 | 27 Oscar Street<br>117-142 | Kallmeyer, Edwin | RA<br>14539 | Oscar Street | 100<br>0 | 1 | 1140 | 2280 | 105<br>R | Three family<br>5 bedroom<br>2 story |
| 227 | 23 Ferry Street<br>117-143 | Kallmeyer, Fred | RA<br>30142 | Ferry Street<br>Oscar Street | 150<br>200 | 1 | 720 | 1728 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 228 | 8 Oscar Street<br>117-144 | St. John, Leonard | RA<br>60315 | Oscar Street | 175<br>0 | 1 | 2512 | 6086 | 326<br>C | Restuarant - Anchor Room<br>375 feet frontage on the Conn River |
| 229 | Ingleside Street<br>117-145 | Pioneer Valley Railroad | RA<br>204732 | Ingleside Street | 3239<br>0 | 0 | 0 | 0 | 909<br>I | Railraod tracks |
| 230 | 401 Ingleside Street<br>118-001 | Chertoff, A | RA<br>7174 | Ingleside Street | 138<br>0 | 1 | 800 | 2700 | 342<br>C | Medical Offices - Rehab |
| 231 | 405 Ingleside Street<br>118-002 | Jodoin, Emil | RA<br>14576 | Ingleside Street | 122<br>0 | 1 | 624 | 1092 | 101<br>R | Single famiy<br>4 bedroom<br>1.5 stories |
| 232 | 415 Ingleside Street<br>118-003 | McCann, John | RA<br>6250 | Ingleside Street | 50<br>0 | 1 | 1072 | 2004 | 101<br>R | Single family<br>4 bedroom<br>1.5 stories |
| 233 | Ingleside Street<br>118-004 | McCann, John | RA<br>6250 | Ingleside Street | 125<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 234 | Springfield Street<br>118-005 | Sisters of Saint Joseph | RA<br>1981980 | Springfield Street | 795<br>0 | 2 | 0 | 300000 | 999<br>G | Mont. Marie<br>1. Mother house<br>2. Administrative off., ChapelRetirement home, Infirmary, Conference, Day nursery |
| 235 | Main Street<br>118-006 | City of Holyoke | RA<br>14700 | Main Street<br>Ingleside Street | 185<br>159 | 0 | 0 | 0 | 903<br>G | |
| 236 | 1125 Springfield Street<br>118-007 | Nelson, Melvin | RA<br>12361 | Springfield Street<br>Ingleside Street | 100<br>104 | 1 | 608 | 1532 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 237 | 1121 Springfield Street<br>118-008 | Dooley, J. | RA<br>14734 | Springfield Street<br>Ingleside Street | 100<br>105 | 1 | 1232 | 1232 | 101<br>R | Single family<br>2 bedroom<br>1 story |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# PARCEL LOCATION AND IDENTIFICATION Street Address Map # Parcel# | OWNER NAME | ZONING LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE Street name | STRUCTURES Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 238 1117 Springfield Street<br>118-009 | Colby, Geraldine | RA<br>12457 | Springfield Street<br>Ingleside Street | 50<br>77 | 1 | 568 | 1256 | 101<br>R | Single family<br>3 bedroom<br>2 story<br>40 feet on Ferry Street |
| 239 Ferry Street<br>118-010 | Messenger, Warren | RA<br>10438 | Ferry Street<br>Ingleside Street | 205<br>139 | 0 | 0 | 0 | 130<br>V | Vacant |
| 240 Springfield Street<br>118-011 | Kallmeyer, Fred | RA<br>7675 | Ferry Street<br>Springfield Street | 50<br>160 | 0 | 0 | 0 | 130<br>V | Vacant |
| 241 Springfield Street<br>118-012 | Kallmeyer, Fred | RA<br>42730 | Springfield Street | 345<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 242 Ferry Street<br>118-013 | Kallmeyer, Fred | RA<br>130680 | Ferry Street | 150<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 243 Oscar Street<br>118-014 | City of Holyoke | RA<br>18730 | Oscar Street<br>Ferry Street | 101<br>155 | 1 | 200 | 200 | 420<br>I | Pumping station |
| 244 1233 Main Street<br>119-001 | Sisters of Providence | RA<br>4190472 | Main Street | 2220<br>0 | 5 | 1332<br>8120<br>22400<br>2400<br>29700 | 2500<br>25000<br>134400<br>5000<br>55000 | 999<br>G | 1. St. James cottage<br>2. Bethlehem House<br>3. Providence Hospital<br>4. Boiler House<br>5. Brightside |
| 245 1216 Springfield Street<br>119-002 | Gilbert, Daniel | RA<br>7516 | Springfield Street | 54<br>0 | 1 | 688 | 1396 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 246 1218 Springfield Street<br>119-003 | Hansen, Germaine | RA<br>17153 | Springfield Street | 45<br>0 | 1 | 688 | 1396 | 101<br>R | Single family<br>4 bedroom<br>2 story |
| 247 1220 Springfield Street<br>119-004 | Green, Charles | RA<br>30988 | Springfield Street | 50<br>0 | 1 | 1128 | 2707 | 105<br>R | Three family<br>6 bedroom<br>2 story |
| 248 1222 Springfield Street<br>119-005 | Kennedy, Delia | RA<br>30890 | Springfield Street | 50<br>0 | 1 | 1248 | 2745 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 249 Springfield Street<br>119-006 | Kennedy, Delia | RA<br>30262 | Springfield Street | 50<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 250 | 1226 Springfield Street<br>119-007 | St. Cyr, Herve | RA<br>29782 | Springfield Street | 50<br>0 | 2 | 1356<br>576 | 2373<br>576 | 109<br>R | 1. Two family<br>4 bedroom<br>1.5 stories<br>2. Single family<br>1 bedroom<br>1 story |
| 251 | 1232 Springfield Street<br>119-008 | Myers, Andrew | RO<br>37137 | Springfield Street | 150<br>0 | 1 | 1200 | 2400 | 104<br>R | Two family<br>3 bedroom<br>2 story |
| 252 | 1236 Springfield Street<br>119-009 | Chertoff, A.B. | RO<br>53370 | Springfield Street | 100<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 253 | 1240 Springfield Street<br>119-010 | Kruger, Henry | RA<br>25731 | Springfield Street | 50<br>0 | 1 | 804 | 1752 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 254 | 1242 Springfield Street<br>119-011 | Chapman, Geraldine | RA<br>5830 | Springfield Street | 50<br>0 | 1 | 600 | 1272 | 101<br>R | Single family<br>3 bedroom<br>2 story |
| 255 | 1244 Springfield Street<br>119-012 | Baran, David | RA<br>11795 | Springfield Street | 50<br>0 | 1 | 820 | 1808 | 104<br>R | Two family<br>5 bedroom<br>2 story |
| 256 | 1248 Springfield Street<br>119-013 | Janicki, Konstanty | RA<br>7165 | Springfield Street | 60<br>0 | 1 | 1264 | 2528 | 104<br>R | Two family<br>4 bedroom<br>2 story |
| 257 | 1256 Springfield Street<br>119-014 | Chagnon, Ernest | RA<br>8840 | Springfield Street | 60<br>0 | 1 | 1225 | 2450 | 105<br>R | Three family<br>5 bedroom<br>2 story |
| 258 | Springfield Street<br>119-015 | Laguercia, Fred | RA<br>6035 | Springfield Street | 56<br>0 | 0 | 0 | 0 | 337<br>C | Parking lot |
| 259 | Springfield Street<br>119-016 | Chertoff, A.B. | RO<br>48564 | None | 0<br>0 | 0 | 0 | 0 | 130<br>V | Vacant<br>Marsh |
| 260 | Springfield Street<br>119-017 | Kruger, Henry | RA<br>121097 | None | 0<br>0 | 0 | 0 | 0 | 130<br>V | Vacant<br>Marsh |
| 261 | Springfield Street<br>119-018 | Kufman, Harold | RA<br>79715 | None | 0<br>0 | 0 | 0 | 0 | 130<br>V | Vacant<br>Marsh |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# PARCEL LOCATION AND IDENTIFICATION Street Address Map # Parcel# | OWNER NAME | ZONING LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE Street name | STRUCTURES Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 262 Springfield Street<br>119-019 | Kaufman, Harold | RA<br>119354 | Springfield Street | 62<br>0 | 0 | 0 | 0 | 130<br>V | Vacant<br>Marsh |
| 263 Springfield Street<br>119-020 | Home - Like Apartments | RA<br>56628 | None | 0<br>0 | 0 | 0 | 0 | 130<br>V | Vacant<br>Marsh |
| 269 911 Main Street<br>86 -014 | Krassler, Emil | BH<br>25150 | Main Street | 100<br>0 | 1 | 814 | 1794 | 999<br>C | Two uses in 1 structure<br>Use 1.=SFR (101)=1652 sq. ft, 4 bdrms, 2 stry<br>Use 2.= Office(330) for used car sales,in gar., sq. ft. 142 |
| 270 Main Street<br>86 -015 | Ruddeforth, Joe | BH<br>30267 | Main Street | 105<br>0 | 1 | 2520 | 2520 | 325<br>C | Retail |
| 271 Springfield Street<br>86 -016 | Ruddeforth, Joe | BH<br>34700 | Main Street | 135<br>0 | 0 | 0 | 0 | 390<br>V | Vacant |
| 272 921 Main Street<br>86 -017 | Cashman, | BH<br>47542 | Main Street | 217<br>0 | 1 | 3053 | 4053 | 332<br>C | Auto service |
| 273 Main Street<br>86 -018 | Camilleri, RP | BH<br>24999 | Main Street | 100<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| 277 899 Main Street<br>86 -008 | Boulais, Jean | BH<br>45585 | Main Street | 130<br>0 | 1 | 3612 | 3612 | 332<br>C | Auto service |
| 279 933 Main Street<br>88 -001 | Camilleri, RP | BH<br>69495 | Main Street | 168<br>0 | 1 | 5928 | 5928 | 332<br>C | Auto service |
| 280 937 Main Street<br>88 -002 | Camilleri, Tom | BH<br>11017 | Main Street | 167<br>0 | 0 | 0 | 0 | 330<br>C | Auto sales and service - paved lot |
| 281 923 Main Street<br>88 -003 | Ruella, Wendell | BH<br>16095 | Main Street | 115<br>0 | 1 | 568 | 1136 | 101<br>R | Single family<br>2 bedroom<br>2 story<br>75 foot frontage on the Conn. River |
| 282 936 Main Street<br>88 -004 | Ryan, Leonard | BH<br>25860 | Main Street | 151<br>0 | 1 | 1360 | 2380 | 101<br>R | Single family<br>4 bedroom<br>1.5 stories |
| 283 938 Main Street<br>88 -005 | Leahy, William | BH<br>18720 | Main Street | 75<br>0 | 1 | 1767 | 4267 | 331<br>C | Prefab warehouse<br>105 foot frontage on the Conn River<br>Also called 940 Main Street |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# PARCEL LOCATION AND IDENTIFICATION Street Address Map # Parcel# | OWNER NAME | ZONING LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE Street name | STRUCTURES Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 284 Main Street<br>88 -006 | Leahy, William | BH<br>6256 | Main Street | 50<br>0 | 0 | 0 | 0 | 390<br>V | Vacant<br>Triangular shaped lot |
| 285 Main Street<br>88 -007 | Leahy, William | BH<br>12500 | Main Street | 50<br>0 | 0 | 0 | 0 | 390<br>V | Vacant<br>50 foot frontage on the Conn River |
| 286 Main Street<br>88 -008 | Leahy, William | BH<br>12500 | Main Street | 50<br>0 | 0 | 0 | 0 | 390<br>V | Vacant<br>50 foot frontage on the Conn River |
| 287 950 Springfield Street<br>88 -009 | Pyles, Ray | BH<br>15000 | Springfield Street | 60<br>0 | 1 | 1448 | 2896 | 104<br>R | Two family<br>6 bedroom<br>2 story |
| 288 Main Street<br>88 -010 | Curran, James | BH<br>12500 | Main Street | 50<br>0 | 0 | 0 | 0 | 390<br>V | Vacant<br>50 foot frontage on the Conn River |
| 289 Main Street<br>88 -011 | Curran, James | BH<br>12500 | Main Street | 50<br>0 | 0 | 0 | 0 | 390<br>V | Vacant<br>50 foot frontage on the Conn River |
| 290 956 Main Street<br>88 -012 | Birks, Henry | BH<br>12500 | Main Street | 50<br>0 | 1 | 616 | 1355 | 101<br>R | Single family<br>3 bedroom<br>2 story<br>50 foot frontage on the Conn. River |
| 291 958 Springfield Street<br>88 -013 | Vieira, | BH<br>12000 | Springfield Street | 50<br>0 | 1 | 492 | 1984 | 101<br>R | Single family<br>3 bedroom<br>2 story<br>50 foot frontage on the Conn. River |
| 292 960 Springfield Street<br>88 -014 | Benoit, Napoleon | BH<br>15000 | Springfield Street | 50<br>0 | 1 | 616 | 1232 | 101<br>R | Single family<br>3 bedroom<br>2 story<br>50 foot frontage on the Conn. River |
| 293 962 Springfield Street<br>88 -015 | Hill, Frank | BH<br>13000 | Springfield Street | 50<br>0 | 1 | 616 | 1232 | 101<br>R | Single family<br>3 bedroom<br>2 story<br>50 foot frontage on the Conn. River |

PARCEL INVENTORY - HOLYOKE - ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | Frontage (feet) | # of str. | STRUCTURES<br>First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 294 | 964 Springfield Street<br>88 -016 | Jagodowski, Stan | BH<br>13000 | Springfield Street | 50<br>0 | 1 | 672 | 672 | 101<br>R | Single family<br>2 bedroom<br>1 story<br>50 foot frontage on the Conn. River |
| 295 | 966 Springfield Street<br>88 -017 | Monfette, Richard | BH<br>17500 | Springfield Street | 104<br>0 | 1 | 960 | 1892 | 101<br>R | Single family<br>3 bedroom<br>1.5 stories<br>20 foot frontage on the Conn. River |
| 296 | Ingleside Street<br>117-022 | City of Holyoke | RA<br>39204 | Ingleside Street | 580<br>0 | 1 | 0 | 0 | 908<br>G | Geriatric Authority of Holyoke |
| 297 | Springfield Street<br>118-015 | Sisters of Providence | RA<br>1149984 | Springfield Street | 1394<br>0 | 0 | 0 | 0 | 130<br>V | Vacant |
| *** Total *** | | | | | | 206 | | | | |

# APPENDIX B

# WEST SPRINGFIELD PARCEL INVENTORY

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 001 | 22 Park Street<br>36 -1200 | Cumberland Farms, Inc. | BA1<br>17206 | Park Street | 111<br>0 | 0 | 0 | 0 | 3340<br>C | Eight Tanks<br>Gulf Gas Station<br>Access Building Only |
| 002 | Riverdale Street<br>36 -3550 | Cumberland Farms, Inc. | BA1<br>5031 | Riverdale Street | 61<br>0 | 0 | 0 | 0 | 3340<br>C | Vacant<br>Part of Corner Gas Station |
| 003 | 18-20 Riverdale Street<br>36 -3600 | Szyluk, Richard | BA1<br>8500 | Riverdale Street | 79<br>0 | 1 | 1510 | 4128 | 1040<br>R | Two Family<br>2.5 Story<br>Four Bedroom |
| 004 | 26 Riverdale Street<br>36 -3650 | Staduicki, A. | RB<br>7610 | Riverdale Street | 65<br>0 | 1 | 1092 | 1908 | 1010<br>R | Two Story<br>Four Bedroom<br>Single Family |
| 005 | 32 Riverdale Street<br>36 -3700 | Demerski, J. | RB<br>7978 | Riverdale Street | 65<br>0 | 1 | 1600 | 4248 | 1210<br>R | Boarding House<br>>Five Bedrooms<br>2.5 Stories |
| 006 | 38 Riverdale Street<br>36 -3750 | Rettura, V. | RB<br>8335 | Riverdale Street | 65<br>0 | 1 | 1316 | 3828 | 1050<br>R | Three Family<br>Two Story<br>>Five Bedrooms |
| 007 | 44 Riverdale Street<br>36 -3800 | Forry, J. | RB<br>8708 | Riverdale Street | 65<br>0 | 1 | 1202 | 3633 | 1010<br>R | Single Family<br>Four Bedrooms<br>2.5 Story |
| 008 | 50 Riverdale Street<br>36 -3850 | Ballard, R. | RB<br>9055 | Riverdale Street | 65<br>0 | 1 | 1230 | 2460 | 1010<br>R | Single family<br>Three bedroom<br>1.5 story |
| 009 | 56 Riverdale Street<br>36 -3900 | Center for Human Development | RB<br>9405 | Riverdale Street | 65<br>0 | 1 | 1558 | 2608 | 9200<br>R | Single Family, Converted<br>Two Story |
| 010 | 64 Riverdale Street<br>36 -3950 | Balboni, S. | RB<br>11978 | Riverdale Street | 71<br>0 | 1 | 1060 | 2170 | 1010<br>R | SFR<br>>Five Bedroom<br>Two Story |
| 011 | 70 Riverdale Street<br>36 -4000 | Godbout, Francis | RB<br>6665 | Riverdale Street | 50<br>0 | 1 | 1033 | 2027 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 012 | 76 Riverdale Street<br>36 -4050 | Harrison, Shirley | RB<br>6935 | Riverdale Street | 50<br>0 | 1 | 854 | 2530 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 013 | 80 Riverdale Street<br>36 -4100 | Sears, Walter | RB<br>6940 | Riverdale Street<br>Southworth Street | 50<br>39 | 1 | 1039 | 1954 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 014 | 90 Riverdale Street<br>37 -4150 | McCarthy, John | RB<br>6953 | Riverdale Street<br>Southworth Street | 50<br>39 | 1 | 982 | 1898 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 015 | 94 Riverdale Street<br>37 -4200 | Kirkcaldy, Albert | RB<br>6958 | Riverdale Street | 50<br>0 | 1 | 1004 | 1994 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 016 | 98 Riverdale Street<br>37 -4250 | Scibelli, Anthony | RB<br>6963 | Riverdale Street | 50<br>0 | 1 | 902 | 1804 | 1010<br>R | Single Family<br>Two Story<br>Two Bedroom |
| 017 | 104 Riverdale Street<br>37 -4300 | Wagner, James | RB<br>6868 | Riverdale Street<br>Southworth Street | 50<br>39 | 1 | 1214 | 2278 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story<br>Access also possible on GardenStreet |
| 018 | 118 Riverdale Street<br>37 -4350 | Ruggiera, David | RB<br>13000 | Riverdale Street<br>Garden Street | 93<br>40 | 1 | 2890 | 5366 | 3520<br>G | Public School<br>Four Bedroom<br>Two Story<br>(Montessori School) |
| 019 | 124 Riverdale Street<br>37 -4400 | Barclay, Clifford | RB<br>9785 | Riverdale Street | 70<br>0 | 1 | 974 | 1870 | 1010<br>R | Single Family<br>Four Bedrooms<br>Two Story |
| 020 | 132 Riverdale Street<br>37 -4450 | Medvetsky, Al | RB<br>8825 | Riverdale Street | 57<br>0 | 1 | 1052 | 1979 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 021 | 136 Riverdale Street<br>37 -4500 | McCarthy, Leon | RB<br>9025 | Riverdale Street<br>Warren Street | 60<br>150 | 1 | 769 | 1573 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 022 | 148 Riverdale Street<br>000-00000 | Town of West Springfield | RB<br>14185 | Riverdale Street<br>Warren Street | 80<br>178 | 0 | 0 | 0 | 4200<br>I | Vacant<br>Pumping Station<br>No Map and Parcel #.<br><br>Can be found on Assessor's map37. |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION Street Address Map # Parcel# | OWNER NAME | ZONING LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE Street name | STRUCTURES Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 023 | 158 Riverdale Street<br>37 -4550 | Sullivan, J. | RB<br>13299 | Riverdale Street<br>Fox Street | 120<br>110 | 1 | 1504 | 2504 | 1050<br>R | Three Family<br>>Five Bedrooms<br>Two Story |
| 024 | Riverdale Street<br>37 -4600 | City of Springfield, Water Dept. | RB<br>6758 | Riverdale Street<br>Fox Street | 40<br>162 | 0 | 0 | 0 | 3900<br>V | Vacant<br>Located between 158 and 178 Riverdale Street |
| 025 | 178 Riverdale Street<br>37 -4650 | Marino, Louis | RB<br>8420 | Riverdale Street | 54<br>0 | 1 | 1052 | 1944 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 026 | 186 Riverdale Street<br>37 -4700 | Marsh, Roger | RB<br>12800 | Riverdale Street | 80<br>0 | 1 | 1418 | 2694 | 1050<br>R | Three Family<br>>Five Bedroom<br>Two Story |
| 027 | 190 Riverdale Street<br>37 -4750 | Dybas, Fred | RB<br>10119 | Riverdale Street | 60<br>0 | 1 | 1106 | 1922 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 028 | 198 Riverdale Street<br>37 -4800 | Noonan | RB<br>9219 | Riverdale Street | 60<br>0 | 1 | 1067 | 2090 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 029 | 7 Beauview Terrace<br>40 -6250 | Provost, M. | RB<br>10120 | Beauview Terrace<br>Riverdale Street | 152<br>60 | 1 | 798 | 1566 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 030 | 10 Beauview Terrace<br>40 -6300 | Henson, William | RB<br>9303 | Beauview Terrace<br>Riverdale Street | 135<br>70 | 1 | 1156 | 1988 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 031 | 224 Riverdale Street<br>40 -4850 | Petschke, C. | RB<br>8523 | Riverdale Street | 60<br>0 | 1 | 1004 | 1772 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 032 | 232 Riverdale Street<br>40 -4900 | Haughey, James | RB<br>9565 | Riverdale Street<br>Harrison Place | 57<br>137 | 1 | 812 | 1592 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 033 | Harrison Place<br>40 -5800 | Lemieux, Richard | RB<br>3440 | Harrison Place<br>Riverdale Street | 114<br>30 | 0 | 0 | 0 | 1320<br>V | Vacant Land |
| 034 | 242 Riverdale Street<br>40 -4950 | Lemieux, Richard | RB<br>13600 | Riverdale Street | 117<br>0 | 1 | 900 | 2664 | 1040<br>R | Two Family<br>Four Bedroom<br>Two Story |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 035 | 262 Riverdale Street<br>40 -5050 | Marti, Joe | RB<br>25415 | Riverdale Street | 188<br>0 | 1 | 1459 | 2485 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 036 | 278 Riverdale Street<br>40 -5100 | Noury, Mostafa | RB<br>29620 | Riverdale Street | 150<br>0 | 1 | 2081 | 4259 | 1050<br>R | Three Family<br>Five + Bedroom<br>2.5 Story |
| 037 | 69 Witch Path<br>40 -27300 | Simpson, E. G. | RB<br>39148 | Witch Path<br>Riverdale Street | 198<br>103 | 1 | 1645 | 2628 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 043 | 855 Elm Street<br>C -8425 | Pagella, Carl | BARA2<br>74030 | Elm Street | 120<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>3/4 of parcel is a pond |
| 044 | 857 Elm Street<br>C -8450 | K. Miller Tool<br>Mnfg. Co., Inc. | BARA2<br>25360 | Elm Street | 120<br>0 | 0 | 0 | 0 | 4000<br>I | K. Miller Tool |
| 045 | 871 Elm Street<br>C -8600 | Perry, Kyle | BA<br>9423 | Elm Street | 60<br>0 | 1 | 844 | 844 | 3340<br>C | Citgo Gas Station<br>1 Bay |
| 046 | 887 Elm Street<br>C -8550 | Perry Kyle | BA<br>14297 | Elm Street | 132<br>0 | 1 | 1189 | 2179 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 047 | 917 Elm Street<br>C -8700 | Derby, Marita | BARA2<br>104544 | Elm Street | 75<br>0 | 1 | 1144 | 2288 | 1040<br>R | Family Flat<br>Five + Bedroom<br>Two Story |
| 048 | 925 Elm Street<br>C -8755 | Derby, Robert | BA<br>8149 | Elm Street | 75<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land |
| 049 | Elm Street<br>C -8750 | Derby, Marita | BARA2<br>26065 | Elm Street<br>Monastery Avenue | 80<br>145 | 0 | 0 | 0 | 1300<br>V | Vacant Land<br>Located north of 925 Elm St |
| 050 | 946 Elm Street<br>70A-8800 | Stevens, Ray | BB<br>23522 | Elm Street<br>Eldridge Avenue | 235<br>200 | 1 | 9411 | 9411 | 4000<br>I | Morin Manufacturing |
| 051 | 900 Elm Street<br>70A-8650 | Letendre, Edward | BA<br>3566 | Elm Street | 72<br>0 | 1 | 615 | 1113 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 052 | Eldridge Avenue<br>70 -2850 | Stevens, Ray | BB<br>7540 | Eldridge Avenue | 70<br>0 | 0 | 0 | 0 | 3920<br>V | Vacant |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 053 | 37 Eldridge Avenue<br>70 -2900 | Budzynkiewicz,<br>Susan | BA<br>10288 | Eldridge Avenue | 60<br>0 | 1 | 840 | 1680 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 054 | 870 Elm Street<br>70A-8500 | Distefano, Albert | BA<br>22216 | Elm Street | 122<br>0 | 1 | 9000 | 9000 | 3400<br>C | Office Building |
| 055 | 848 Elm Street<br>40 -8400 | Distefano, Albert | BA<br>20380 | Elm Street | 110<br>0 | 1 | 3000 | 4500 | 4010<br>I | West Side<br>Air Conditioning<br>Warehouse |
| 056 | 57 Eldridge Avenue<br>70 -3050 | Sullivan, Paula | BA<br>11600 | Eldridge Avenue | 118<br>0 | 1 | 1018 | 1898 | 1110<br>R | Five Family<br>Two Story<br>Converted Single Family<br>Also Known as<br>59 Eldridge Avenue |
| 057 | 818 Elm Street<br>70A-8350 | Distefano, Albert | BA<br>15825 | Elm Street | 100<br>0 | 1 | 2893 | 2893 | 3160<br>C | West Side<br>Air Conditioning<br>Service Shop |
| 058 | 806 Elm Street<br>70A-8300 | Guiel, Ernest | BA<br>12819 | Elm Street | 103<br>0 | 1 | 4800 | 4800 | 3320<br>C | Riverdale Auto Body<br>Subdivided from 352 Riverda in 1989. |
| 059 | 376 Riverdale Street<br>70A-5150 | McDonalds Corp. | BA<br>26886 | Riverdale Street<br>Eldridge Avenue | 682<br>171 | 0 | 0 | 0 | 3370<br>C | McDonalds Parking Lot |
| 060 | Riverdale Street<br>70A-5275 | McDonalds | BA<br>5064 | Riverdale Street | 80<br>0 | 0 | 0 | 0 | 3370<br>C | Parking Lot for<br>McDonalds<br>Located between 352 and 376 Riverdale Street |
| 061 | 352 Riverdale Street<br>70A-5125 | McDonalds Corp. | BA<br>21329 | Riverdale Street<br>Elm Street | 158<br>112 | 1 | 4022 | 4022 | 3260<br>C | McDonalds |
| 062 | Riverdale Street<br>70A-5300 | Pearson, Sandson | FP<br>6970 | Riverdale Street | 65<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant<br>Possibly in Flood Plain |
| 063 | Riverdale Street<br>70A-5200 | Harty, Geraldine | BAFP<br>52707 | Riverdale Street | 296<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant<br>Belair Motel has<br>right of way easements<br>Located next to Bel Air Motel |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 064 | 387 Riverdale Street<br>70A-5250 | Harty, Geraldine | BAFP<br>43996 | Riverdale Street | 200<br>0 | 2 | 6000<br>1226 | 18000<br>3457 | 999<br>C | A. Bel Air Motel<br>58 Units<br>Four Story<br>B. Single Family<br>Also known as 379 Riverdale Street |
| 068 | 400 Riverdale Street<br>70A-5350 | Berman, Milton | BARC<br>111514 | Riverdale Street<br>Shaffer Way | 176<br>640 | 1 | 26400 | 34202 | 3220<br>C | Yale Central Store<br>and Parking Lot |
| 069 | 47 Eldridge Avenue<br>70 -3000 | Dane, Cliff | RC<br>16553 | Eldridge Avenue | 65<br>0 | 1 | 1009 | 1934 | 1040<br>R | Family Flat<br>Four Bedroom<br>Two Story<br>Also Known as<br>44 Eldridge Avenue |
| 070 | 38 Eldridge Avenue<br>70 -2950 | Jourdain, Stella | RC<br>9926 | Eldridge Avenue | 40<br>0 | 1 | 734 | 1468 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 071 | 34 Eldridge Avenue<br>70 -2800 | Franklin, Arthur | RC<br>9904 | Eldridge Avenue | 40<br>0 | 1 | 672 | 1304 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 072 | 30 Eldridge Avenue<br>70 -2750 | Wilson, Margaret | RC<br>25100 | Eldridge Avenue | 98<br>0 | 2 | 677<br>4954 | 1184<br>7084 | 999<br>R | 1: Single Family<br>Three Bedroom<br>Two Story<br>2: Warehouse |
| 073 | 22 Eldridge Avenue<br>70 -2650 | Sullivan, Fran | BA<br>14125 | Eldridge Avenue | 61<br>0 | 2 | 710<br>600 | 1252<br>600 | 1090<br>R | 1: Single Family<br>Three Bedroom<br>Two Story<br>2: Single Family<br>Two Bedroom<br>One Story |
| 074 | Eldridge Avenue<br>70 -2700 | Sullivan, Fran | RC<br>12750 | None | 0<br>0 | 0 | 0 | 0 | 1320<br>V | Vacant<br>No Access |
| 075 | 1036 Elm Street<br>70A-9400 | Burkhart, Sandra | RC<br>20720 | Elm Street | 101<br>0 | 1 | 1831 | 2506 | 3400<br>C | CPA Offices<br>Two Story<br>(Converted Single Family) |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 076 | 996 Elm Street<br>70A-8950 | Bracci, John | RC<br>15115 | Elm Street | 75<br>0 | 1 | 711 | 1335 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 077 | 982 Elm Street<br>70A-8900 | Fountain, Albert | BA<br>10600 | Elm Street | 64<br>0 | 1 | 914 | 914 | 1010<br>R | Single Family<br>Two Bedroom<br>One Story |
| 078 | 970 Elm Street<br>70A-8850 | Asheikh, Mohammed | BA<br>13983 | Elm Street<br>Eldridge Avenue | 85<br>125 | 1 | 887 | 1747 | 1040<br>R | Family Flat<br>Four Bedroom<br>Two Story |
| 079 | 975 Elm Street<br>P1 -9000 | Hoffman, Ted | BA<br>20659 | Elm Street<br>Monastery Drive | 63<br>144 | 1 | 3750 | 3750 | 3420<br>C | Hoffman Medical Center<br>Office Building |
| 080 | 997 Elm Street<br>P1 -9050 | Macdonald, Lucy | RC<br>6093 | Elm Street | 50<br>0 | 2 | 864<br>1252 | 864<br>1252 | 999<br>R | 1: Single Family<br>Zero Bedroom<br>One Story<br>2: Converted Garage<br>Office |
| 086 | Elm Street<br>P1 -9300 | Lacas, Rob | RC<br>11333 | None | 0<br>0 | 0 | 0 | 0 | 1320<br>V | Vacant Land<br>Located behind 1011 and rear 1005 Elm Street<br>10' R.O.W. from 1005 Rear Elm Street |
| 087 | 1011 Elm Street<br>P1 -9250 | Lacas, Rob | RC<br>18731 | None | 0<br>0 | 1 | 961 | 1536 | 1010<br>R | Single Family<br>Four Bedroom<br>1.5 Story |
| 088 | 1023 Elm Street<br>P1 -9350 | Ashby, Lyle | RC<br>35227 | Elm Street | 150<br>0 | 1 | 9579 | 19158 | 1120<br>R | Carriage House Apartments<br>Twenty Four<br>Two Bedroom Units |
| 088A | 1005 Elm Street<br>P1 -9200 | Whalen, Tom | RC<br>5144 | Elm Street | 60<br>0 | 1 | 2438 | 3094 | 999<br>R | Single Family<br>Doctor's Office (Dr. Whalen<br>Efficiency Apt. Above |
| 089 | 1051 Elm Street<br>***.***** | Individually owned condominiums | RC<br>87491 | Elm Street | 189<br>0 | 4 | 14400 | 28800 | 0101<br>R | Tudor Village Condos<br>Twenty Four Units<br>Four Two-Story Buildings<br>Blg. Area is approximate<br>Ave. Unit Size: 1200 sq. ft<br>Found on Assesors map P-1 |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 090 | 1089 Elm Street<br>P1 -0900 | Passionist Missionary Soc. of W.S. | RC<br>18975 | Elm Street | 115<br>0 | 1 | 0 | 0 | 9090<br>G | Passionist Missionary of West Springfield<br>Radio & TV Center<br>Also known as 110 Monastry AveBldg. area information unavailable |
| 091 | 1096 Elm Street<br>70A-9600 | Berman, Milton | RC<br>57935 | Elm Street<br>Larone Avenue | 215<br>130 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>(1096 Elm Street was demolished) |
| 092 | 1050 Elm Street<br>70A-9500 | Beaudry, Clayton | RC<br>7918 | Elm Street | 51<br>0 | 1 | 1246 | 3690 | 1040<br>R | Family Flat<br>Four Bedroom<br>Two story<br>Also known as 1052 Elm Street |
| 093 | 1044 Elm Street<br>70A-9450 | Horacek, Rob | RC<br>9540 | Elm Street | 71<br>0 | 1 | 1206 | 2376 | 1040<br>R | Family Flat<br>Five + Bedroom<br>Two Story<br>Also known as 1046 Elm Street |
| 095 | 19 Larone Avenue<br>70A-7700 | Guilotte, Paul | RC<br>9050 | Larone Avenue | 88<br>0 | 1 | 920 | 1760 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 096 | 29 Larone Avenue<br>70A-7850 | Lefebvre, Kent | BARC<br>23958 | Larone Avenue | 149<br>0 | 1 | 1382 | 2410 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 097 | 39 Larone Avenue<br>70A-7900 | Tighe, Charles | BA<br>9000 | Larone Avenue | 60<br>0 | 1 | 744 | 1488 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 098 | 47 Larone Avenue<br>70A-8000 | Murphy, William | BA<br>9000 | Larone Avenue | 60<br>0 | 1 | 854 | 1708 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 099 | 51 Larone Avenue<br>70A-8050 | Graham, Tom | BA<br>17165 | Larone Avenue<br>Riverdale Street | 89<br>158 | 1 | 1276 | 1276 | 1010<br>R | Single Family<br>Three Bedroom<br>One Bedroom |
| 100 | Riverdale Street<br>70A-5450 | Patel Brothers Corp. | BA<br>50094 | Riverdale Street | 140<br>0 | 0 | 0 | 0 | 3900<br>V | Betera Auto<br>Lot Cleared 1/83<br>Lot went to 437 Riverdale Street |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 101 | 437 Riverdale Street<br>70A-5500 | Patel Brothers Corp. | BA<br>46609 | Riverdale Street | 294<br>0 | 1 | 15326 | 30463 | 3010<br>C | West Springfield Motel<br>Forty Five Units<br>BD 89 # 466 = Day's Inn<br>Fifty Five Units |
| 102 | 30 Bobskill Drive<br>70A-8100 | Bobskill, Frank | BAFP<br>20000 | Bobskill Drive | 140<br>0 | 1 | 1008 | 1792 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 103 | 20 Bobskill Drive<br>70A-8150 | Bobskill, Frank | BA<br>34356 | Bobskill Drive | 190<br>0 | 1 | 1375 | 2425 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 104 | 459 Riverdale Street<br>70A-5550 | Kelley, David | BA<br>13450 | Riverdale Street<br>Bobskill Drive | 210<br>31 | 1 | 1163 | 2059 | 3400<br>C | Single Family, converted<br>Into Office Space, 1991 |
| 105 | 464 Riverdale Street<br>70A-5400 | Ace Beauty Supply | BA<br>20870 | Riverdale Street<br>Larona Avenue | 200<br>120 | 1 | 2036 | 2036 | 3220<br>C | Ace Beauty Supply Company<br>Store |
| 106 | 40 Larone Avenue<br>70A-7950 | Auger, Robert | BA<br>24000 | Larone Avenue | 120<br>0 | 1 | 844 | 1628 | 1010<br>R | Single Family<br>Four Bedroom<br>2.5 Story |
| 107 | 28 Larone Avenue<br>70A-7800 | Moquin, Rob | RC<br>12000 | Larone Avenue | 60<br>0 | 1 | 846 | 1678 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 108 | 22 Larone Avenue<br>70A-7750 | Langevin, Robert | RC<br>12000 | Larone Avenue | 60<br>0 | 1 | 1120 | 1120 | 1010<br>R | Single Family<br>Two Bedroom<br>One Story |
| 109 | 1126 Elm Street<br>70A-9750 | Daniels, Howard | RC<br>17729 | Elm Street<br>Larone Street | 110<br>75 | 1 | 1990 | 5540 | 1050<br>R | Family Flat<br>Five + Bedroom<br>Three Story |
| 110 | 1144 Elm Street<br>70A-9750 | Rapasaida, Robert | RC<br>18245 | Elm Street | 100<br>0 | 1 | 4064 | 8128 | 1120<br>R | Elm House Apartments<br>Nine Two-Bedroom<br>Townhouses |
| 111 | 1111 Elm Street<br>P1 -9650 | Pagella, Carl | RC<br>121097 | Elm Street | 134<br>0 | 1 | 47728 | 47728 | 3400<br>C | Office Building |
| 113 | 1139 Elm Street<br>P1 -9800 | Boudreau, Joe | RC<br>138521 | Elm Street | 214<br>0 | 4 | 6194<br>5510 | 18582<br>16530<br>19912<br>4002 | 1120<br>R | Deville Apartments<br>1: 30 Units<br>2: 24 Units<br>3: 32 Units<br>4: Owner's House<br>A.K.A 1151 & 1163 Elm Stree |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 114 | 1177 Elm Street<br>P1 -9850 | Dandy, Earl | RC<br>10625 | Elm Street | 55<br>0 | 1 | 1258 | 2416 | 1040<br>R | Family Flat<br>Four Bedroom<br>Two Story |
| 115 | 1193 Elm Street<br>P1 -9900 | Colby, John | RC<br>18731 | Elm Street<br>Grand View Avenue | 95<br>195 | 1 | 1762 | 6186 | 1110<br>R | Colby Apartments<br>Six Apartments<br>2.5 Story |
| 116 | 25 Grand View Avenue<br>P1 -10800 | Bonci, Dave | RC<br>14547 | Grand View Avenue | 78<br>0 | 1 | 696 | 1392 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 117 | 29 Grand View Avenue<br>P1 -10850 | Zabek, Ed | RC<br>12750 | Grand View Avenue<br>Hillside Avenue | 100<br>170 | 1 | 585 | 1170 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 122 | Grand View Avenue<br>P1 -9900 | Schmidt, Ralph | RC<br>18541 | None | 0<br>0 | 0 | 0 | 0 | 1320<br>V | Vacant Land<br>Located Behind<br>38 Grand View Avenue |
| 123 | 38 Grand View Avenue<br>P1 -9850 | Boucher, Joe | RC<br>6350 | Grand View Avenue | 185<br>0 | 1 | 850 | 1700 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 124 | 30 Grand View Avenue<br>P1 -9750 | Schmidt, Ralph | RC<br>7790 | Grand View Avenue | 80<br>0 | 1 | 1186 | 2260 | 1010<br>R | Single Family<br>Four Bedroom<br>1.5 Story |
| 125 | Grand View Avenue<br>P1 -9800 | Schmidt, Ralph | RC<br>8126 | None | 0<br>0 | 0 | 0 | 0 | 1320<br>V | Vacant Land<br>Located behind<br>30 Grand View Avenue |
| 126 | 1241 Elm Street<br>***-***** | Individually owned condominiums | RC<br>20002 | Elm Street | 100<br>0 | 4 | 8648 | 17296 | 1021<br>R | 23 individual owned condos<br>Elm Court Condos<br>Four Two-Story Buildings<br>Found on assesors map P-1 |
| 127 | 1227 Elm Street<br>P1 -10050 | Elm Street Associates | RC<br>12550 | Elm Street | 44<br>0 | 1 | 2352 | 2352 | 3400<br>C | Warehouse<br>Office Building |
| 128 | 1215 Elm Street<br>P1 -10000 | Chilton, George | RC<br>11595 | Elm Street<br>Grand View Avenue | 55<br>233 | 1 | 1212 | 3594 | 1040<br>R | Family Flat<br>Four Bedroom<br>Two Story<br>Also known as<br>1217 Elm Street |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 129 | 1196 Elm Street<br>75A-9950 | Loughman | BA<br>91040 | Elm Street | 360<br>0 | 1 | 1953 | 2881 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story<br>18' R. O. W. through prop.<br>Residence for owner of<br>Black Horse Motel |
| 130 | 500 Riverdale Street<br>75A-5725 | Black Horse Motel,<br>Inc. | BA<br>93654 | Riverdale Street | 378<br>0 | 2 | 7176<br>6240 | 7992<br>12480 | 3010<br>C | Black Horse Motel<br>1: Main Building<br>Twenty Four units<br>2: Building 2<br>Twenty Six Units |
| 131 | Riverdale Street<br>75A-5650 | Bobskill, Frank W. | BAFP<br>32830 | Riverdale Street | 162<br>0 | 0 | 0 | 0 | 3370<br>C | Vacant<br>South of 499 Riverdale Stre |
| 132 | 499 Riverdale Street<br>75A-5600 | Bertera, Robert | BAFP<br>63000 | Riverdale Street | 245<br>0 | 1 | 6534 | 9318 | 3300<br>C | Bertera Lincoln Mercury<br>Auto Sales & Repair |
| 133 | 539 Riverdale Street<br>75A-5750 | Bertera, Aldo | BAFP<br>47916 | Riverdale Street | 246<br>0 | 1 | 14744 | 14744 | 3300<br>C | Superior Subaru Dealer<br>Auto Sales/Repair |
| 134 | 1252 Elm Street<br>75A-1015 | Murray, William | BA<br>48352 | Elm Street | 201<br>0 | 1 | 6552 | 13104 | 3400<br>C | Office Building<br>101 R. O. W.<br>Through Property |
| 134A | 526 Riverdale Street<br>75A-5700 | Bertera Aldo | BA<br>34792 | Riverdale Street | 200<br>0 | 1 | 8400 | 8400 | 3300<br>C | Suzuki Store<br>Car dealership |
| 135 | 1275 Elm Street<br>P1 -10250 | Cardinal Homes | RC<br>46174 | Elm Street | 142<br>0 | 1 | 12000 | 12000 | 3400<br>C | Commercial Office Building<br>Also known as<br>1261 Elm Street |
| 136 | 1295 Elm Street<br>P1 -10350 | Stanislas,<br>Laurence | RC<br>27007 | Elm Street | 132<br>0 | 3 | 1300<br>1300 | 2600<br>2600<br>2600 | 999<br>C | Country Club Manor<br>1: Four Units<br>2: Four Units<br>3: Four Units<br>All Two Bedroom<br>Also known as 1305 Elm Stre |
| 137 | 1319 Elm Street<br>P1 -10400 | Colburn, Madeline | RC<br>13200 | Elm Street | 66<br>0 | 1 | 903 | 1746 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 138 | 1380 Elm Street<br>75A-10550 | Salem, Sam | BA<br>7841 | Elm Street | 65<br>0 | 1 | 4950 | 6200 | 3160<br>C | Office<br>Warehouse |
| 139 | Elm Street<br>75A-10500 | Salem, Sam | BA<br>11175 | Elm Street | 75<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant<br>Between 1380 and 1346 Elm Street |
| 140 | 1346 Elm Street<br>75A-10450 | Grabowski, Frank | BA<br>8325 | Elm Street | 65<br>0 | 1 | 3200 | 5920 | 3400<br>C | Atwood Alarm Company<br>Office<br>Warehouse |
| 141 | 1330 Elm Street<br>75A-10310 | Desai, Pamen | BA<br>18863 | Elm Street | 100<br>0 | 1 | 2948 | 5896 | 1111<br>R | Knoll Efficiency Apts.<br>Sixteen Units |
| 142 | 1304 Elm Street<br>***-***** | (41 individually owned res. condos) | BA<br>28750 | Elm Street | 152<br>0 | 2 | 0 | 0 | 1021<br>R | Elm Court Condos<br>41 individually owned condo<br>Located on assesors map 75A |
| 143 | 1284 Elm Street<br>***-***** | Individually owned office condos | BA<br>28696 | Elm Street<br>Riverdale Street | 105<br>36 | 1 | 8503 | 8503 | 3400<br>C | "Elm East Office Condos"<br>Four office condominiums<br>See map 75A |
| 144 | 560 Riverdale Street<br>75A-5850 | Shirjee Corp | BA<br>48786 | Riverdale Street | 260<br>0 | 1 | 9074 | 9074 | 3010<br>C | Red Carpet Inn<br>Twenty Four Units<br>Manager's Apartment |
| 145 | 557 Riverdale Street<br>75A-5800 | Betera, Aldo | BAFP<br>52272 | Riverdale Street | 220<br>0 | 0 | 0 | 0 | 3320<br>C | Auto Repair<br>Superior Subaru<br>Body Shop<br>Accessory Building<br>Vacant |
| 146 | 573 Riverdale Street<br>75A-5950 | Kelly, George | BAFP<br>46500 | Riverdale Street | 230<br>0 | 1 | 2296 | 2296 | 3220<br>C | Custom Car Sound<br>Service Shops |
| 147 | 572 Riverdale Street<br>75A-5900 | Desai, Rama, &<br>Jaya, R. | BA<br>30863 | Riverdale Street | 183<br>0 | 2 | 3374<br>3900 | 4054<br>3900 | 3010<br>C | 1: Knoll Motel<br>Twelve Units<br>2: Knoll Motel<br>Ten Units<br>There is also a manager's house above office |
| 148 | 586 Riverdale Street<br>75A-6000 | Salem, Sam | BA<br>30871 | Riverdale Street | 33<br>0 | 1 | 6846 | 6846 | 3160<br>C | Warehouse |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 149 | 1406 Elm Street<br>75A-10650 | Salem, Sam | BA<br>91040 | Elm Street<br>Riverdale Street | 400<br>73 | 2 | 22500<br>6692 | 22500<br>6692 | 999<br>C | 1: Salem Furniture Store<br>(1406 Elm Street)<br>2: Ivanhoe Restaurant<br>(1430 Elm Street) |
| 150 | 594 Riverdale Street<br>75A-6050 | Sirulnik, Mark | BA<br>20478 | Riverdale Street | 250<br>0 | 1 | 5179 | 5179 | 3400<br>C | Alderman Macnidesh<br>Office Building |
| 151 | 605 Riverdale Street<br>75A-6100 | Shechtman, Lewis | BAFP<br>75358 | Riverdale Street | 200<br>0 | 1 | 13257 | 13257 | 3300<br>C | Auto Sales and Repair<br>Mercedes-Benz |
| 152 | 635 Riverdale Street<br>75A-6250 | Elmasian, Leo | BAFP<br>156816 | Riverdale Street | 416<br>0 | 1 | 17199 | 21101 | 3300<br>C | Auto Sales & Repair<br>"Richards Mazda" |
| 153 | Riverdale Street<br>75A-6400 | Kittredge Webber Associates | BAFP<br>50785 | Riverdale Street | 100<br>0 | 0 | 0 | 0 | 3880<br>C | Vacant<br>Outbuildings<br>Mini-Golf |
| 154 | 644 Riverdale Street<br>75A-6150 | HR Twenty Corp. | BA<br>32580 | Riverdale Street<br>Elm Street | 196<br>187 | 1 | 3709 | 3709 | 3260<br>C | Arby's<br>Fast Food |
| 155 | 1375 Elm Street<br>P1 -10600 | Springfield Country Club | RC<br>2064744 | Elm Street | 604<br>0 | 0 | 0 | 0 | 3800<br>C | Vacant Land<br>(Along Elm Street) |
| 156 | 1501 Elm Street<br>P4 -10700 | Harty, Richard | BA<br>53579 | Elm Street<br>Dingle Drive | 363<br>315 | 1 | 3586 | 3586 | 3260<br>C | Geraldine's Night Club |
| 157 | 662 Riverdale Street<br>75A-6200 | Neill, Don | BA<br>16291 | Riverdale Street<br>Elm Street | 290<br>211 | 1 | 1580 | 1580 | 3400<br>C | Office Building<br>Corner Triangle<br>Riverdale & Elm<br>25' R. O. W. for drainage |
| 158 | 657 Riverdale Street<br>75A-6300 | Webber, Ralph | BAFP<br>160736 | Riverdale Street | 103<br>0 | 1 | 1408 | 1408 | 3250<br>C | Restaurant<br>"Great Wall" |
| 159 | 757 Riverdale Street<br>75A-6350 | Burek, W. & J. Trust | BAFP<br>55321 | Riverdale Street | 194<br>0 | 0 | 0 | 0 | 3330<br>C | Citgo<br>Service Station<br>One Bay |
| 160 | 771 Riverdale Street<br>75A-6450 | Western New England Investment Co. | BAFP<br>261360 | Riverdale Street | 60<br>0 | 0 | 0 | 0 | 3670<br>C | Go-cart Track<br>Land area includes 243940 sq. ft. in flood plain, includes land along dike an back to Connecticut River |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION Street Address Map # Parcel# | OWNER NAME | ZONING LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE Street name | STRUCTURES Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 161 | 1533 Elm Street<br>P4 -10750 | Nat-Raz Corp. | BA<br>51401 | Elm Street | 79<br>0 | 1 | 13781 | 19232 | 3010<br>C | Econolodge<br>59 Rooms,<br>Office,<br>3 Meeting Rooms,<br>1 Fitness |
| 162 | 764 Riverdale Street<br>75A-2200 | VFW Post 6714 | BA<br>17151 | Riverdale Street | 149<br>0 | 1 | 4854 | 4854 | 9200<br>G | VFW |
| 163 | Riverdale Street<br>P4 -6550 | Springfield Country Club | BA<br>958320 | Riverdale Street | 245<br>0 | 0 | 0 | 0 | 8050<br>C | Vacant Land<br>Golf Course<br>Located between 764 and 820 Riverdale Street |
| 164 | 777 Riverdale Street<br>75A-6500 | Duncan Construction Company | BA<br>32670 | Riverdale Street | 168<br>0 | 1 | 4468 | 4970 | 3320<br>C | Service Station<br>Three Bay<br>"Munro Muffler and Brakes" |
| 165 | 825 Riverdale Street<br>76A-8750 | Town of West Springfield | BAIP<br>116305 | Riverdale Street | 501<br>0 | 0 | 0 | 0 | 9030<br>G | Municipal Land<br>Taken for dike |
| 166 | Monterey Drive<br>76A-22000 | 84 Lumber Company | IP<br>145926 | Monterey Drive | 120<br>0 | 0 | 0 | 0 | 4400<br>V | Vacant Land<br>At end of Monterey Drive |
| 167 | 38 Monterey Drive<br>76A-22050 | 84 Lumber Company | BAIP<br>47044 | Monterey Drive | 311<br>0 | 1 | 25480 | 25480 | 3130<br>C | Industrial Building<br>Lumber Yard |
| 168 | 847 Riverdale Street<br>76A-6700 | Bertera, Aldo | BA<br>44506 | Riverdale Street<br>Monterey Drive | 171<br>203 | 0 | 0 | 0 | 3900<br>V | Vacant Land |
| 169 | 820 Riverdale Street<br>P4 -6550 | Springfield Country Club | BA<br>50530 | Riverdale Street | 183<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land |
| 170 | 864 Riverdale Street<br>P4 -6650 | National Amusement | BA<br>250470 | Riverdale Street<br>Pierce Street | 338<br>50 | 2 | 31380<br>17832 | 35350<br>19594 | 3620<br>C | National Cinemas - 5<br>Movie Theaters |
| 171 | Riverdale Street<br>P4 -6800 | National Amusement | BA<br>18000 | Riverdale Street | 150<br>0 | 0 | 0 | 0 | 3370<br>C | Parking Lot for Cinema 5<br>Next door<br>Located between 864 and 900 Riverdale Street |
| 172 | 885 Riverdale Street<br>76A-6750 | Gottesdiener, Martin | BAIP<br>100624 | Riverdale Street<br>Monterey Drive | 211<br>488 | 1 | 8400 | 12100 | 3300<br>C | Auto Sales/Repair<br>"Riverdale Chrysler-Plymouth" |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 173 | Monterey Drive<br>76A-22100 | Maria Thurston Trust | IP<br>14927 | Monterey Drive | 106<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Adjacent to 885 Riverdale S |
| 174 | 935 Riverdale Street<br>76A-7100 | Prudential Insurance Co. America | PUD<br>1475377 | Riverdale Street<br>Daggett Way | 515<br>0 | 7 | 84780<br>85992<br>2080<br>3519 | 84780<br>85992<br>8400<br>4200<br>2152<br>3519 | 999<br>C | 1, 7: Riverdale Shops I-II<br>2: Bradlees<br>3: Chi Chi Mexican Restaura<br>4: Kentucky Fried Chicken<br>5: SIS Branch Bank<br>6: Burger King |
| 175 | 895 Riverdale Street<br>76A-7000 | National Amusements | BA<br>220850 | Riverdale Street<br>R. O. W. Riverdale Realit | 411<br>518 | 1 | 19520 | 19520 | 3620<br>C | Palace Cinemas<br>Two Theaters<br>1: 493 seats, 2: 493 seats<br>Also includes land zoned IP and PUD |
| 176 | 900 Riverdale Street<br>P4 -6850 | Troiano, Tony | BA<br>7774 | Riverdale Street<br>Pierce Street | 107<br>60 | 1 | 1544 | 1544 | 3220<br>C | Donut deli/store |
| 176A | 916 Riverdale Street<br>P4 -6900 | Makol, Naif | BA<br>64774 | Riverdale Street<br>Pierce Street | 114<br>311 | 2 | 3270<br>968 | 3500<br>968 | 999<br>C | 1: Golden Nozzle<br>Carwash & Store<br>2: Texaso Gas Station<br>And Convenience Store |
| 177 | 11 Pierce Street<br>P4 -6700 | Tracy, A. K.<br>Troiano | BA<br>16453 | Pierce Street | 156<br>0 | 1 | 2760 | 2760 | 3350<br>C | Mr. Sparkle<br>Cinema<br>Car wash |
| 178 | Pierce Street<br>P4 -6800 | National Amusement | BA<br>5300 | Pierce Street | 50<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant Land<br>Paved parking lot<br>for Cinrma 5 possible<br>Located west of 11 Pierce Street |
| 178A | 39 Morgan Road<br>P4 -22250 | Wong, Thomas | BA<br>8250 | Morgan Road | 75<br>0 | 1 | 768 | 768 | 1010<br>R | Single Family<br>Two Bedroom<br>One Story |
| 179 | Pierce Street<br>P4 -6850 | National Amusement | BA<br>10700 | Pierce Street | 100<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant Land<br>Paved Parking Lot<br>for Cimena 5 Possible |
| 179A | 928 Riverdale Street<br>P4 -6950 | F. L. Roberts & Co. | BA<br>26440 | Riverdale Street<br>Morgan Road | 103<br>247 | 1 | 190 | 190 | 3410<br>C | Bay Bank ATM<br>Also Known as 21 Morgan Rd |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 180 | 948 Riverdale Street<br>J1 -7200 | Agrimark, Inc. | BA<br>156816 | Riverdale Street<br>Morgan Road | 206<br>243 | 1 | 4456 | 4456 | 3260<br>C | Abdow/s Big Boy<br>Restaurant/Club |
| 180A | 964 Riverdale Street<br>J1 -7250 | Agri-Mark, Inc. | BA<br>81022 | Riverdale Street | 95<br>0 | 3 | 32450<br>15156 | 34958<br>15156<br>11704 | 999<br>I | 1 Factory Truck Terminal<br>2: Factory<br>3: Factory Loading Dock<br>Aka. 958 Riverdale St<br>Bldg. 1: L.C. 4000,3140 |
| 181 | 34 Morgan Road<br>J1 -22200 | Gawron, W. | BB<br>22500 | Morgan Road | 138<br>0 | 1 | 696 | 1392 | 1010<br>R | Single Family<br>Three Bedroom<br>One Story |
| 182 | 46 Morgan Road<br>J1 -22350 | Dairy Mart Inc. | BB<br>17990 | Morgan Road | 120<br>0 | 1 | 3000 | 3000 | 3250<br>C | Dairy Mart<br>Also known as 50 Morgan Rd |
| 183 | 58 Morgan Road<br>J1 -22300 | Marqui's, Dot. | BB<br>9925 | Morgan Road | 75<br>0 | 1 | 1086 | 1086 | 3400<br>C | Converted Residence<br>Office Building<br>(Calypso TVL+U-Self-RE) |
| 184 | 66 Morgan Road<br>J1 -22400 | Shea, Cyril | BB<br>9925 | Morgan Road<br>Craig Drive | 75<br>98 | 1 | 1170 | 2210 | 3400<br>C | Converted Single Family<br>Office Building<br>One Story |
| 185 | 24 Craig Drive<br>J1 -27400 | Home-Like Apartments | BB<br>105415 | Craig Drive | 380<br>0 | 1 | 19808 | 58016 | 1120<br>R | 72 apartments<br>aka. 34 Craig Drive |
| 186 | 988 Riverdale Street<br>J1 -7300 | Agri-Mark, Inc. | BA<br>21780 | Riverdale Street | 107<br>0 | 0 | 0 | 0 | 4000<br>I | Factory use designation but land currently is vacant |
| 187 | 1000 Riverdale Street<br>J1 -7350 | Agri-Mark, Inc. | BA<br>38712 | Riverdale Street<br>Bradford Drive | 183<br>200 | 1 | 5432 | 5432 | 3400<br>C | Office Building<br>Also known as 5 Bradford |
| 188 | Bradford Drive<br>J1 -34950 | Homelike Apartments | BA<br>15600 | Bradford Drive | 100<br>0 | 0 | 0 | 0 | 3900<br>V | Located between 5 and 27 Bradford Drive<br>Vacant land |
| 189 | 27 Bradford Drive<br>J1 -34900 | Homelike Apartments | BA<br>18200 | Colonial Apartments | 100<br>0 | 1 | 7020 | 21060 | 1210<br>R | Bradford Drive<br>Colonial 45 Apartments |
| 190 | 47 Bradford Drive<br>J1 -34850 | Homelike Apartments | BA<br>38741 | Bradford Drive | 187<br>0 | 1 | 9579 | 19158 | 1120<br>R | 24 two bedroom apartments |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 191 | 62 Craig Drive<br>J1 -27450 | Home-Like<br>Apartments, Inc. | BA<br>30871 | Craig Drive | 115<br>180 | 1 | 5870 | 11740 | 1120<br>R | 32 Efficiencies<br>24 are 62 are developed together<br>Craigwood Village<br>104 apartments total |
| 192 | 55 Craig Drive<br>J1 -27425 | Home-like<br>Apartments | RC<br>258311 | Craig Drive | 535<br>0 | 7 | 1792<br>5952<br>6144<br>6272 | 2944<br>17856<br>21312<br>15744<br>18432<br>18816 | 1120<br>R | Patriot Village Total<br>127 Apartments<br>1: office, 2: 23 units,<br>3 23 units, 4: 17 units,<br>5: 17 units, 6: 18 units,<br>17: 23 units. |
| 194 | 71 Craig Drive<br>J1 -17500 | Home-Like<br>Apartments | BB<br>236095 | Craig Drive | 285<br>0 | 4 | 9572<br>9572 | 28716<br>28716<br>28716<br>28416 | 1120<br>R | These parcels don't appear to be combined but are assessed as 1 parcel.<br>Total: 186 apartments<br>Also known as 65 Craig Dr<br>Building 1 has an office |
| 195 | 54 Bradford Street<br>J1 -34800 | Home-like<br>Apartments | BA<br>29100 | Bradford Avenue<br>Craig Drive | 253<br>97 | 1 | 6560 | 13120 | 1120<br>R | Bradford Arms Apartments<br>16 2-bedroom units<br>also known as 60,66,70<br>Bradford Avenue |
| 196 | 1018 Riverdale Street<br>J1 -7400 | Clark Paint &<br>Varnish | BA<br>49658 | Riverdale Street<br>Bradford Drive | 133<br>484 | 1 | 2604 | 2604 | 3220<br>C | Fischer Organ<br>Store/Shop<br>Aka. as 1020 Riverdale |
| 197 | 1011 Riverdale Street<br>76A-7125 | Riverdale Hotel,<br>Ltd. | PUD<br>107158 | Riverdale Street<br>Daggett Drive | 350<br>242 | 1 | 13328 | 53312 | 3010<br>C | Hampton Inn<br>126 Rooms |
| 198 | Riverdale Street<br>76A-7125B | Pearson-Daggett<br>Dev. Co. Ltd.<br>Part. | PUD<br>81021 | Daggett Drive | 264<br>0 | 1 | 8666 | 26000 | 3400<br>C | Three story office bldg<br>Actually shown on map 77 |
| 200 | Daggett Drive<br>76A-7175 | Costco, Wholesale<br>Corp. | PUD<br>396832 | Daggett Drive | 474<br>0 | 1 | 122000 | 122000 | 3160<br>C | Costco Warehouse<br>Lot A |
| 200A | Dagget Drive<br>76A-***** | Willard Realities<br>Inc. | PUD<br>66468 | Daggett Drive | 150<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant land<br>Lot C |
| 201 | Riverdale Street<br>000-00000 | Town of West<br>Springfield | FP<br>169884 | None | 0<br>0 | 0 | 0 | 0 | 9030<br>G | Maps 76A and 77A<br>Town Parcel II<br>No card, acreages compiled from map.<br>Three parcels<br>Behind parcel 77A-7100 |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|---|
| 202 | Riverdale Street<br>77 -8700 | Town of West Springfield | FP<br>78408 | None | 0<br>0 | 0 | 0 | 0 | 9030<br>G | Vacant Land<br>Behind 1081 Riverdale Stree<br>440 foot frontage on Connecticut River |
| 203 | Daggett Drive<br>77A-7800 | F. L. Roberts | PUD<br>78404 | None | 0<br>0 | 0 | 0 | 0 | 3920<br>V | Vacant Land<br>Between dike and river<br>395' frontage on Conn. Rive |
| 204 | Riverdale Street<br>77A-8850 | Town of West Springfield | FP<br>19602 | None | 0<br>0 | 0 | 0 | 0 | 9030<br>G | Vacant Land<br>Behind 1123 Riverdale Stree<br>135' frontage on Connecticu River. |
| 205 | Daggett Drive<br>78A-8250 | I-91 W. Side Park Partnership | FP<br>316246 | None | 0<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant<br>B/W dike, river<br>925' frontage on Connecticut River |
| 206 | Daggett Drive<br>76A-7150 | The Home Depot USA Inc. | PUD<br>802113 | Daggett Drive | 100<br>0 | 1 | 122000 | 122000 | 3210<br>C | The Home Depot<br>Lot B |
| 206A | Dagget Drive<br>76A-***** | Willard Realities Inc. | PUD<br>137056 | Dagget Drive | 240<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant land<br>Lot D |
| 207 | 1023 Riverdale Street<br>77A-7760 | C'Jack Realty | PUD<br>366775 | Riverdale Street | 270<br>0 | 3 | 18240<br>6000 | 18240<br>6000<br>7350 | 999<br>C | 1: Staples<br>1129 Riverdale & 181,645 sq. ft. vacant land. Also zoned 3900<br>2: Town Faire Tire(1127 R'dale3: Computerland (1023 R'dale) |
| 208 | 1123 Riverdale Street<br>77A-8050 | Stanwalt Realty Trust | PUD<br>23922 | Riverdale Street | 133<br>0 | 0 | 0 | 0 | 3300<br>C | Vacant<br>Parking Lot |
| 209 | 1107 Riverdale Street<br>77A-8000 | Stanwalt Realty | PUD<br>204732 | Riverdale Street | 244<br>0 | 1 | 39339 | 39339 | 3230<br>C | Shopping Center<br>Town & Country Regional |
| 210 | 1081 Riverdale Street<br>77A-7750 | C'Jack Realty Assoc. | PUD<br>364162 | Riverdale Street<br>Daggett Drive | 76<br>480 | 1 | 84388 | 86969 | 3230<br>C | Waldbaum's Foodmart |
| 211 | 1105 Riverdale Street<br>77A-8025 | Stanwalt Realty Assoc. | PUD<br>7540 | Riverdale Street | 75<br>0 | 0 | 0 | 0 | 3370<br>C | Vacant<br>Parking Lot |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 212 | 1067 Riverdale Street<br>77A-7650 | Obitz, Donald | BA<br>19532 | Riverdale Street | 163<br>0 | 1 | 2371 | 2371 | 3260<br>C | Fast Food restaurant<br>"D'Angelo's Grinders" |
| 213 | 1063 Riverdale Street<br>77A-7770 | C'Jack Realty | BAPUD<br>287496 | Riverdale Street<br>Daggett Drive | 144<br>560 | 2 | 19000<br>2432 | 19000<br>2432 | 999<br>C | 1: Shopping Center<br>(1053 Riverdale Street)<br>2: Heritage Bank for Saving<br>(1063 Riverdale Street) |
| 214 | 1032 Riverdale Street<br>J1 -7500 | Minaxi, Dave | BA<br>18870 | Riverdale Street | 136<br>0 | 1 | 5530 | 5530 | 3010<br>C | Elsie's Motel<br>17 Units<br>1 Manager |
| 215 | 1048 Riverdale Street<br>77A-7550 | Pizza Hut of America, Inc. | BA<br>16117 | Riverdale Street<br>Myron Street | 136<br>150 | 1 | 2073 | 2115 | 3260<br>C | Pizza Hut<br>Restaurant/Fast Food |
| 216 | 21 Myron Street<br>J1 -39550 | Brown, Ray | BA<br>40019 | Myron Street | 131<br>0 | 1 | 10000 | 12800 | 3220<br>C | Store/Shop |
| 216A | 33 Myron Street<br>J1 -39600 | Barnhart, Phil | BB<br>36534 | Myron Street | 141<br>0 | 1 | 15822 | 17854 | 4000<br>I | Factory Light Industrial |
| 217 | Myron Street<br>J1 -39700 | Barnhart, P. | BB<br>32614 | Myron Street | 139<br>0 | 0 | 0 | 0 | 3910<br>V | Comon Vacant Land<br>Partially Developable<br>Located between 33 &<br>63 Myron Street |
| 218 | 63 Myron Street<br>J1 -39650 | Salamon, Mitch | BB<br>25630 | Myron Street<br>Craig Drive | 110<br>235 | 1 | 5600 | 7000 | 4000<br>I | Light Industrial |
| 219 | 77 Myron Street<br>J1 -39850 | J. L. Chandler Co., Inc. | BB<br>22325 | Myron Street<br>Craig Drive | 95<br>236 | 1 | 10032 | 12288 | 4010<br>I | Industrial Warehouse<br>Office<br>Warehouse<br>Also known as 93 Craig Dr |
| 220 | 89 Myron Street<br>J1 -39950 | Giles, Betty Jane | BB<br>28507 | Myron Street | 120<br>0 | 1 | 6000 | 6000 | 4010<br>I | Office<br>Warehouse |
| 221 | 103 Myron Street<br>J1 -39900 | Wood, Walt | BB<br>82764 | Myron Street | 345<br>0 | 1 | 24690 | 27740 | 4000<br>I | Deals Discount Fashion<br>Light Industrial |
| 221A | 139 Myron Street<br>J1 -39905 | Wood, Walt | BB<br>87120 | Myron Street | 90<br>0 | 1 | 17080 | 17080 | 4000<br>I | Light Industrial |
| 222 | 124 Myron Street<br>J1 -40250 | Taylor, Robin | BB<br>47810 | Myron Street | 195<br>0 | 1 | 8924 | 15520 | 4010<br>I | Office Warehouse<br>aka known as 126, 128, 130<br>132 Myron Street |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 223 | 114 Myron Street<br>J1 -40255 | Woodlawn Tool & Cage Co. | BB<br>21919 | Myron Street | 90<br>0 | 1 | 2972 | 3500 | 4000<br>I | Light Industrial |
| 224 | 100 Myron Street<br>J1 -40000 | S. S. Pennock Co. | BB<br>40890 | Myron Street | 170<br>0 | 1 | 15900 | 16800 | 3160<br>C | Warehouse |
| 225 | 84 Myron Street<br>J1 -40200 | Aldo, Bruce | BB<br>40454 | Myron Street<br>Craig Drive | 170<br>240 | 1 | 13184 | 14448 | 4000<br>I | Light Industrial |
| 226 | 66 Myron Street<br>J1 -40150 | Taylor, Robin | BB<br>27456 | Myron Street<br>Craig Drive | 115<br>240 | 1 | 1520 | 9279 | 3160<br>C | Office Warehouse |
| 227 | 54 Myron Street<br>J1 -40050 | Fraczeu, Elizabeth | BB<br>23880 | Myron Street | 100<br>0 | 1 | 6970 | 7800 | 3160<br>C | Comm<br>Warehouse |
| 228 | 42 Myron Street<br>J1 -39800 | Salamon, Mitch | BB<br>28600 | Myron Street | 120<br>0 | 1 | 5154 | 5229 | 3260<br>C | Chinese Restaurant<br>Converted from office buildingin 1991 |
| 229 | 24 Myron Street<br>J1 -39750 | Breyer, Carl | BA<br>34906 | Myron Street | 174<br>0 | 1 | 7307 | 14804 | 1120<br>R | Apartment building, 14 apts<br>96 rooms total.<br>Also known as 30 Myron St. |
| 230 | 1068 Riverdale Street<br>J1 -7700 | Bernhard, Pete | BA<br>39148 | Riverdale Street<br>Myron Street | 216<br>170 | 1 | 11409 | 12888 | 3260<br>C | Restaurant/Club<br>Restaurant |
| 231 | 1080 Riverdale Street<br>J1 -7950 | Konover, Simon & Sam Salem | BA<br>403801 | Riverdale Street | 80<br>0 | 1 | 97249 | 208768 | 3000<br>C | Sheraton Hotel<br>263 Rooms |
| 232 | 1094 Riverdale Street<br>J2 -7965 | Friendly Ice Cream Corp. | BA<br>44867 | Riverdale Street | 180<br>0 | 1 | 4550 | 4550 | 3260<br>C | Friendly's<br>Fast Food |
| 233 | 1102 Riverdale Street<br>J2 -7966 | Konover, Simon | BA<br>71874 | Riverdale Street | 161<br>0 | 0 | 0 | 23000 | 3220<br>C | Office/Related Buildings<br>Long Radio<br>Avco Financing<br>Built 1990 |
| 234 | 1130 Riverdale Street<br>J2 -8150 | Mobil Administration Serv. Co. | BA<br>42197 | Riverdale Street | 132<br>0 | 1 | 1917 | 1917 | 3340<br>C | Gas Station<br>Two Bays |
| 235 | 1150 Riverdale Street<br>J1 -8200 | Northeast Hotel Assoc. | BA<br>120226 | Riverdale Street | 100<br>0 | 1 | 22745 | 60221 | 3000<br>C | Howard Johnsons Motor Ht.<br>114 rooms<br>Aka as 1152 Riverdale Street |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | Frontage<br>(feet) | STRUCTURES<br># of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 236 | 1238 Riverdale Street<br>J2 -8450 | Hannoush Properties | RB<br>51231 | Riverdale Street | 187<br>0 | 1 | 2764 | 2764 | 3260<br>C | Old Burger King<br>Vacant Building<br>Property for sale |
| 237 | Riverdale Street<br>J2 -8420 | Nizenski, Ed | IPL<br>48825 | None | 0<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant land |
| 238 | 1228 Riverdale Street<br>J2 -8400 | Nizenski, Ed | IPL<br>128938 | None | 0<br>0 | 1 | 1200 | 1200 | 1010<br>R | Single family residence<br>Three bedroom<br>One story |
| 239 | 1240 Riverdale Street<br>J2 -8550 | Funaro, Willson | IPL<br>107158 | Riverdale Street | 20<br>0 | 1 | 1875 | 1875 | 4000<br>I | Industrial Building<br>"Eagle Precision Inc. |
| 240 | 1254 Riverdale Street<br>J2 -8500 | Binda, Dan | IPL<br>20000 | Riverdale Street | 20<br>0 | 4 | 0 | 0 | 1030<br>R | Four mobile homes<br>Access is via a 20 ft ROW way from Riverdale |
| 241 | Riverdale Street<br>J2 -8350 | Nizenski, Edward | RB<br>4610 | Riverdale Street | 25<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located between 1238 and 1270 Riverdale Str |
| 242 | 1247 Riverdale Street<br>80A-8600 | Humble Oil & Refinery Co. | BA<br>28967 | Riverdale Street<br>Ashley Avenue | 173<br>150 | 1 | 2006 | 2006 | 3340<br>C | Exxon Service Station<br>Three Bay |
| 243 | 1267 Riverdale Street<br>80A-8700 | Hall Propane Co. | BA<br>46609 | Riverdale Street<br>Ashley Avenue | 140<br>81 | 1 | 6000 | 6000 | 3220<br>C | "Sounds Great"<br>Store |
| 244 | 69 Ashley Avenue<br>80A-22350 | Simcovitz Realty Trust | BA<br>43068 | Ashley Avenue<br>Ashley Avenue Reloc. | 310<br>265 | 1 | 10160 | 10800 | 3160<br>C | Simcovitz Contractors<br>Garage, Office<br>Industrial Warehouse |
| 245 | 8 Capital Drive<br>78A-1153 | Peterson, Jon | BA<br>50036 | Capital Drive<br>Ashley Avenue | 146<br>318 | 1 | 14144 | 16400 | 4000<br>I | Berkshire Air Conditioning |
| 246 | 30 Capital Drive<br>78A-1165 | Pagella, Carl | BA<br>60112 | Capital Drive | 238<br>0 | 1 | 15352 | 15352 | 3400<br>C | Office Building |
| 247 | 48 Capital Drive<br>78A-1160 | Crosby, Alan | BA<br>44867 | Capital Drive | 239<br>0 | 1 | 11180 | 12080 | 3160<br>C | Speciality Bolt and Screw |
| 248 | 106 Capital Drive<br>78A-1171 | Continental Journeys End | BABB<br>148104 | Capital Drive | 469<br>0 | 1 | 19625 | 38735 | 3010<br>C | Journeys End Motel<br>101 Units |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|---|
| 249 | 134 Capital Drive<br>78A-1170 | Epstein, J & B | BABB<br>152460 | Capital Drive | 341<br>0 | 1 | 25280 | 30286 | 999<br>C | Valley Furniture<br>3 acres land<br>code 3230<br>.5 acre land<br>code 3910 |
| 250 | 150 Capital Drive<br>78A-1175 | Herbert Candies, Inc. | BB<br>130680 | Capital Drive | 100<br>0 | 1 | 4518 | 7446 | 3220<br>C | Herbert Candies |
| 251 | Ashley Avenue<br>78A-22250 | I-91, West Side Parking Partnership | FP<br>189050 | None | 0<br>0 | 0 | 0 | 0 | 2020<br>V | Vacant<br>in Flood Plain<br>705' frontage on Conn. River. Located by dike & river at the end of Capital Drive |
| 252 | 151 Capital Drive<br>78A-1155 | Masco Properties/OK Properties | BB<br>166399 | Capital Drive | 103<br>0 | 1 | 26000 | 40688 | 4020<br>I | Valley Wholesale Building Supply |
| 253 | 125 Capital Drive<br>78A-1200 | Olympia | BB<br>338461 | Capital Drive | 767<br>0 | 1 | 67952 | 76472 | 3660<br>C | Roller Skating Arena |
| 254 | 51 Capital Drive<br>78A-1220 | Grinspoon, Harold | BA<br>118919 | Capital Drive | 374<br>0 | 1 | 22000 | 37000 | 4010<br>I | Office/Industrial Wrhse<br>Also known as 27 Capital Dr |
| 255 | Capital Drive<br>78A-1155 | I-91 West Side | BB<br>23165 | Capital Drive<br>Ashley Avenue | 94<br>163 | 0 | 0 | 0 | 3910<br>V | Vacant Land<br>Located at the NE corner - Ashley Av. & Capital Dr. |
| 256 | 95 Ashley Avenue<br>80A-22450 | Mallows, G., & Cohen, A. | IPL<br>106286 | Ashley Avenue | 160<br>0 | 1 | 20844 | 20844 | 3160<br>C | Century Investment Company |
| 257 | 1285 Riverdale Street<br>80A-9000 | Reynolds & Son, Inc. | BA<br>18406 | Riverdale Street<br>Ashley Avenue Reloc. | 45<br>160 | 1 | 6000 | 6000 | 4000<br>I | Russell Engine & Supply<br>Industrial Building |
| 258 | 1268 Riverdale Street<br>76A-8800 | Bshara, Philip | RB<br>24560 | Riverdale Street | 156<br>0 | 1 | 7260 | 7260 | 3260<br>C | Bishara Restaurant |
| 259 | 1270 Riverdale Street<br>J2 -8650 | Red Roof Inn, Inc. | RB<br>132422 | Riverdale Street | 111<br>0 | 1 | 17280 | 34560 | 3010<br>C | Red Roof Inn<br>112 Units |
| 260 | Riverdale Street<br>J2 -8900 | Funard, Willson | IPL<br>248292 | None | 0<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant Land<br>20' R.O.W. from Riverdale S<br>Located behind 1268 Riverdale Street |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 270 | 1240 Riverdale Street<br>J2 -8550 | W. H. Partnership | RB<br>64904 | None | 0<br>0 | 0 | 0 | 0 | 3910<br>V | R. O. W. Riverdale Street<br>Vacant Land<br>Located behind 1290 Riverdale and Ashleyville Avenue |
| 271 | Riverdale Street<br>36 -3900 | Town of West Springfield | RB<br>76666 | Riverdale Street | 441<br>0 | 0 | 0 | 0 | 9035<br>G | Ashleyville Cemetary<br>Card had no land code. Guess is 9035 |
| 272 | 1290 Riverdale Street<br>J2 -8950 | LeClerc Realty Corp. | RB<br>124146 | Riverdale Street | 269<br>0 | 1 | 5160 | 5160 | 3260<br>C | Fast Food Restaurant<br>Bickford's Pancake House |
| 273 | 1299 Riverdale Street<br>80A-9050 | Nelen, John | BA<br>25935 | Riverdale Street | 127<br>0 | 1 | 8360 | 8360 | 3220<br>C | Slumber Shops |
| 274 | 1305 Riverdale Street<br>80A-9100 | Donut Dip, Inc. | BA<br>12625 | Riverdale Street | 127<br>0 | 1 | 1000 | 1720 | 3220<br>C | Donut Dip<br>Fast Food |
| 275 | 1309 Riverdale Street<br>80A-9150 | Hayes, Robert | BA<br>5080 | Riverdale Street | 29<br>0 | 1 | 1100 | 1100 | 3400<br>C | Hayes Prosthesis<br>Store/Commercial |
| 276 | 1313 Riverdale Street<br>80A-9250 | Hayes, Robert | BA<br>10160 | Riverdale Street | 60<br>0 | 1 | 1100 | 1100 | 3400<br>C | Software City<br>Store/Commercial |
| 277 | Riverdale Street<br>80A-9225 | Hayes, Robert | BA<br>4356 | None | 0<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant Land |
| 278 | 1323 Riverdale Street<br>80A-9200 | Yucka, Joseph | BA<br>23004 | Riverdale Street | 60<br>0 | 1 | 6408 | 6408 | 3220<br>C | Emilies Bridal Shop |
| 279 | 1329 Riverdale Street<br>80A-9212 | Tufts, Dianne | BA<br>4394 | Riverdale Street | 72<br>0 | 1 | 1242 | 1242 | 3220<br>C | Subways Sandwich Shop |
| 280 | 1343 Riverdale Street<br>80A-9300 | Mercier, Charles | BA<br>92783 | Riverdale Street | 232<br>0 | 2 | 9798<br>468 | 29394<br>468 | 999<br>C | Laurel Apartments<br>Office |
| 281 | 1430 Riverdale Street<br>J3 -1100 | Dominican Nuns | BARB<br>2105255 | Riverdale Street<br>Brush Hill Avenue | 894<br>830 | 1 | 2176 | 2176 | 9060<br>G | 1436 Riverdale:Vacant Land<br>1430 Riverdale: has 2176sq. ft. SFR<br>Both addresses for one parc AKA 1436 Riverdale. |
| 282 | 1371 Riverdale Street<br>80A-9350 | Balise, James | BA<br>135907 | Riverdale Street | 280<br>0 | 1 | 10000 | 16110 | 3300<br>C | Balise Honda |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|---|
| 283 | 109 Ashley Avenue<br>80A-22550 | Chehade, Youssef | BA<br>114563 | None | 0<br>0 | 1 | 17640 | 52920 | 1120<br>R | Olympia Apartments<br>64 Two-bedroom units<br>25' R.O.W. through 109 Ashley Avenue<br>No direct frontage |
| 283A | 109 Ashley Avenue<br>80A-22500 | Ashley Arms Partnership | BA<br>28580 | Ashley Avenue | 60<br>0 | 0 | 0 | 0 | 1120<br>R | Tennis courts for apts. on Olympia Apts to rear<br>25' R.O.W. on prop. line |
| 284 | 155 Ashley Avenue<br>80A-22950 | West Springfield Club | BA<br>97139 | Ashley Avenue | 224<br>0 | 1 | 20042 | 39384 | 3740<br>C | Health & Racquet Club (new)<br>Also known as<br>149 Ashley Avenue |
| 285 | 121 Ashley Avenue<br>80A-22650 | Ashley Arms Partnership | BA<br>85378 | Ashley Avenue | 247<br>0 | 1 | 22496 | 67488 | 1120<br>R | Ashley Arms<br>78 Two-bedroom Apartments |
| 286 | 102 Ashley Avenue<br>78A-22200 | Celustka, Frank | BA<br>12500 | Ashley Avenue | 100<br>0 | 1 | 1120 | 1120 | 1010<br>R | Single Family<br>Four Bedroom<br>One Story |
| 287 | 112 Ashley Avenue<br>79 -22600 | Olbrych, Sally | BA<br>18800 | Ashley Avenue | 112<br>0 | 1 | 786 | 1176 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 288 | 124 Ashley Avenue<br>79 -22700 | M. C. Smith Trustee | BAIP<br>229561 | Ashley Avenue | 165<br>0 | 2 | 10602<br>4000 | 12090<br>4000 | 3160<br>C | 1: Cummins North Atlantic Office/Ind.<br>2: Industrial Warehouse |
| 289 | Ashley Avenue<br>79 -22850 | Frodyma, Mitchell | BAIP<br>274428 | Ashley Avenue | 210<br>0 | 0 | 0 | 0 | 3930<br>V | Vacant<br>Odd-shaped parcel around an behind 154 Ashley Avenue |
| 290 | 154 Ashley Avenue<br>79 -22900 | Denham, Ruth | BA<br>7900 | Ashley Avenue | 56<br>0 | 1 | 840 | 1620 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 291 | Ashley Avenue<br>79 -22800 | Frodyma, Mitchell | IP<br>74050 | None | 0<br>0 | 0 | 0 | 0 | 3920<br>V | Vacant<br>Abuts dike<br>located behind 154 Ashley Ave.Easement possible |
| 292 | Ashley Avenue<br>79 -23000 | Frodyma, Mitchell | FP<br>276606 | None | 0<br>0 | 0 | 0 | 0 | 3920<br>V | Vacant land<br>west of 186 and 166 Ashley Avebetween dike and river<br>1195' frontage on Conn. River |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|---|
| 293 | 166 Ashley Avenue<br>79 -23050 | Sypek, Ed | IP<br>126324 | Ashley Avenue | 142<br>0 | 1 | 744 | 1416 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 294 | 175 Ashley Avenue<br>80A-23100 | Delimat Emily | IP<br>81893 | Ashley Avenue | 293<br>0 | 1 | 1476 | 2340 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 296 | 1385 Riverdale Street<br>80A-9375 | Balise, James | BA<br>105415 | Riverdale Street | 150<br>0 | 1 | 10176 | 11936 | 3300<br>C | Balise Mitsubishi |
| 297 | 1399 Riverdale Street<br>80A-9400 | Balise, James | BA<br>130680 | Riverdale Street | 384<br>0 | 1 | 14910 | 17723 | 3300<br>C | Balise Hyundai<br>Also known as<br>1427 Riverdale Street |
| 298 | 1433 Riverdale Street<br>80A-9652 | Doty, Richard | BA<br>29137 | Riverdale Street | 90<br>0 | 1 | 884 | 884 | 3320<br>C | Riverdale Radiator and Welding |
| 299 | 1438 Riverdale Street<br>J2 -9550 | Bonan Executive House | BA<br>59242 | Riverdale Street | 31<br>0 | 1 | 12032 | 36096 | 1120<br>R | Apartments<br>42 units<br>Flag Lot |
| 300 | 1446 Riverdale Street<br>J3 -9600 | Aaron, Fred | BA<br>20038 | Riverdale Street | 119<br>0 | 3 | 500<br>2297 | 1000<br>5077<br>4288 | 999<br>R | 1: Converted garage<br>Two Bedroom, 1.5 story<br>2: Single Family<br>3: 2 houses,<br>converted garage<br>A.K.A. 1448 Riverdale Stree |
| 301 | 1458 Riverdale Street<br>J3 -9700 | Aaron, Fred | BA<br>24394 | Riverdale Street | 116<br>0 | 1 | 16050 | 16050 | 3220<br>C | Bailey-Wagner<br>Retail Furniture |
| 302 | Easton Street<br>J3 -0850 | Aaron, Fred | BA<br>33049 | Easton Street | 342<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located behind<br>1458 Riverdale Street |
| 303 | 1472 Riverdale Street<br>J3 -9750 | Aaron, Fred | BA<br>52272 | Riverdale Street | 137<br>0 | 1 | 8192 | 14449 | 3400<br>C | T-Shurt Station<br>Store |
| 304 | 1461 Riverdale Street<br>80A-9650 | Doty, Richard | BA<br>10700 | Riverdale Street<br>Wayside Avenue | 135<br>80 | 1 | 1516 | 2990 | 1040<br>R | Family Flat<br>Five + Bedroom<br>Two Story<br>Aka as 1463 Riverdale |

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ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|---|
| 305 | Wayside Avenue<br>80A-2460 | Doty, Richard | BA<br>14254 | Wayside Avenue | 146<br>0 | 0 | 0 | 0 | 1060<br>V | Vacant Land |
| 306 | 1471 Riverdale Street<br>80A-9660 | Doty, Robert | BA<br>15498 | Riverdale Street | 110<br>0 | 1 | 420 | 992 | 3220<br>C | Bay State Locksmiths |
| 307 | Wayside Avenue<br>80A-2470 | Doty, Richard | BA<br>23666 | Wayside Avenue | 130<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant Land<br>Truck Shed. West of 52,54,56 Wayside Ave. |
| 308 | 52 Wayside Avenue<br>80A-2550 | O'Malley, M. J. | BB<br>107158 | Wayside Avenue | 207<br>0 | 1 | 26344 | 29379 | 4000<br>I | M. J. O'Malley Company<br>Printing Warehouse<br>Also known as 54 and 56 Wayside Avenue |
| 309 | 68 Wayside Avenue<br>80A-2600 | Zombik, Michael | IP<br>14625 | Wayside Avenue | 75<br>0 | 1 | 2376 | 3681 | 3400<br>C | CPA Office Building |
| 310 | 74 Wayside Avenue<br>80A-2900 | Zombik, Alfred | IP<br>14810 | Wayside Avenue | 76<br>0 | 1 | 901 | 1713 | 999<br>R | 1: Single Family<br>Four Bedroom<br>Two Story<br>Store/Shop<br>Baitfish Dist. in garage |
| 311 | 96 Wayside Avenue<br>80A-3000 | Fitzgerald, John | IP<br>148975 | Wayside Avenue | 329<br>0 | 1 | 42823 | 42823 | 3700<br>C | Riverdale Lanes<br>54-lane Bowling Alley<br>aka. 84 Wayside Ave |
| 312 | 120 Wayside Avenue<br>80A-3100 | Springfield West, Inc. | IP<br>213444 | Wayside Avenue | 226<br>0 | 1 | 55518 | 55518 | 3160<br>C | UPS Distribution Center |
| 313 | Ashley Avenue<br>80A-23150 | Springfield West, Inc. | IP<br>54014 | Ashley Avenue | 60<br>0 | 0 | 0 | 0 | 999<br>V | Vacant Land<br>1 acre land coded 3900<br>.24 acre land coded 3910 |
| 314 | 136 Wayside Avenue<br>80A-3250 | Capaco Associates, Inc. | IP<br>57499 | Wayside Avenue | 151<br>0 | 2 | 18125<br>2512 | 18125<br>2512 | 4000<br>I | 1: Carter Paper Company<br>Industrial Building<br>2: Office Building |
| 315 | 154 Wayside Avenue<br>80A-3350 | Clark, Robert | IP<br>64469 | Wayside Avenue | 179<br>0 | 1 | 11880 | 16434 | 3160<br>C | Standard Industrial Supply<br>Industrial Warehouse |
| 316 | 176 Wayside Avenue<br>80A-3550 | Lindco - Springfield Associates | BB<br>22650 | Wayside Avenue | 143<br>0 | 1 | 6400 | 6400 | 3160<br>C | Lindco |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION Street Address Map # Parcel# | OWNER NAME | ZONING LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE Street name | STRUCTURES Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 317 | 184 Wayside Avenue<br>80A-3660 | Boulia, Andrew | IP<br>9000 | Wayside Avenue | 100<br>0 | 1 | 966 | 1915 | 1010<br>R | Single Family |
| 318 | 204 Wayside Avenue<br>80A-3650 | Girard, Michael | IP<br>7405 | Wayside Avenue<br>Ashley Avenue | 100<br>107 | 1 | 1080 | 2348 | 1040<br>R | Two Family |
| 319 | 245 Ashley Avenue<br>80A-23650 | Sullivan, John | IP<br>11475 | Ashley Avenue | 103<br>0 | 1 | 984 | 1800 | 1010<br>R | Single Family<br>Four Bedroom<br>1.5 Story |
| 320 | 237 Ashley Avenue<br>80A-23600 | Hill, Frank | IP<br>9905 | Ashley Avenue | 95<br>0 | 1 | 728 | 728 | 1010<br>R | Single Family<br>Two Bedroom<br>One Story |
| 321 | 227 Ashley Avenue<br>80A-23500 | Clark, Robert | IP<br>30492 | Ashley Avenue | 126<br>0 | 1 | 804 | 2412 | 1010<br>R | Single Family<br>Five + Bedrooms<br>Two Story |
| 322 | 217 Ashley Avenue<br>80A-23400 | Conway, Irene | IP<br>23610 | Ashley Avenue | 105<br>0 | 1 | 1058 | 1858 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 323 | 207 Ashley Avenue<br>80A-23250 | Ducharme, Marjorie, Ashley Entrps. | IP<br>33049 | Ashley Avenue | 167<br>0 | 1 | 688 | 1266 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 324 | 186 Ashley Avenue<br>79 -23200 | Sypek, Ed | IP<br>104544 | Ashley Avenue | 140<br>0 | 1 | 958 | 1916 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 325 | 208 Ashley Avenue<br>79 -23300 | Kulik, Martin | IP<br>154202 | Ashley Avenue | 242<br>0 | 1 | 804 | 1376 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 326 | 224 Ashley Avenue<br>79 -23450 | Austin, Mildred | IP<br>18500 | Ashley Avenue | 123<br>0 | 1 | 974 | 1658 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 327 | 232 Ashley Avenue<br>79 -23550 | Deedy, Joe | IP<br>13730 | Ashley Street<br>Ferry Street | 86<br>131 | 1 | 974 | 1641 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 328 | 18 Ferry Avenue<br>79 -4850 | Rzasa, Fred | IP<br>12800 | Ferry Avenue | 63<br>0 | 1 | 966 | 1626 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story<br>Zoned Industrial |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 329 | 24 Ferry Avenue<br>79 -4900 | Owczarski, Frank | IP<br>20750 | Ferry Avenue | 120<br>0 | 1 | 836 | 1496 | 1010<br>R | Single Family<br>Zoned Industrial |
| 330 | Ashley Avenue<br>79 -23350 | Dowd, Joe | FP<br>87120 | None | 0<br>0 | 0 | 0 | 0 | 2020<br>V | Vacant<br>600' frontage on Conn. R. |
| 331 | Ferry Avenue<br>79 -5000 | Flanagan, Maureen Trust | FP<br>9375 | None | 0<br>0 | 0 | 0 | 0 | 1320<br>V | Vacant<br>South of 37 Ferry Avenue<br>77' frontage on Conn. R. |
| 332 | 37 Ferry Avenue<br>79 -4950 | Flanagan, William | FP<br>13900 | None | 0<br>0 | 0 | 0 | 0 | 1300<br>V | Vacant<br>Between dike and river<br>245' frontage on Conn. R. |
| 333 | Ashley Avenue<br>000-8550 | Town of West Springfield | FP<br>1050 | None | 0<br>0 | 0 | 0 | 0 | 9030<br>G | Vacant Land<br>Dike- Cons.Com.<br>(see map 79) |
| 334 | 246 Ashley Avenue<br>79 -23700 | Skok, John Joseph | IP<br>21535 | Ashley Street<br>Ferry Street | 114<br>240 | 1 | 1428 | 2156 | 1010<br>R | Single Family<br>Five+ Bedroom<br>Two Story |
| 335 | 258 Ashley Avenue<br>79 -23750 | Rackliffe, Doug | IP<br>14450 | Ashley Avenue | 84<br>0 | 1 | 876 | 1500 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story<br>Zoned Industrial |
| 336 | 262 Ashley Avenue<br>79 -23800 | Ackerman, Robert | IP<br>3625 | Ashley Avenue | 75<br>0 | 1 | 700 | 1310 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story<br>Zoned Industrial |
| 337 | 195 Wayside Avenue<br>81 -3450 | Tower, George | BB<br>17830 | Wayside Avenue | 170<br>0 | 1 | 2610 | 4050 | 4000<br>I | Industrial Warehouse |
| 338 | 181 Wayside Avenue<br>81 -3500 | Clark, Robert | BB<br>53143 | Wayside Avenue | 112<br>0 | 1 | 8370 | 10195 | 3400<br>C | Office<br>Warehouse |
| 339 | Town Way<br>81 -3700 | Commercial Disposal Co. | BB<br>24470 | Town way | 222<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant Land<br>Borders the Dike<br>Located north of Town Way |
| 340 | 17 Town Way<br>81 -3750 | Commercial Disposal Company | BB<br>44436 | Town Way | 75<br>0 | 1 | 14100 | 15535 | 3160<br>C | Commercial Warehouse<br>"Commercial Disposal"<br>Solid waste |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION Street Address Map # Parcel# | OWNER NAME | ZONING LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE Street name | STRUCTURES Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 341 | 161 Wayside Avenue<br>81 -3400 | Healey, Robert | BB<br>14650 | Wayside Avenue | 168<br>0 | 1 | 2852 | 4200 | 4000<br>I | Tri-State Supply |
| 342 | 149 Wayside Avenue<br>81 -3300 | Healy, Robert | BB<br>18630 | Wayside Avenue | 118<br>0 | 1 | 3380 | 6464 | 3160<br>C | Tri State Industrial Supply |
| 343 | 139 Wayside Avenue<br>81 -3226 | E & L Realty | BB<br>12327 | Wayside Avenue | 80<br>0 | 1 | 2340 | 3120 | 3160<br>C | Industrial Warehouse |
| 344 | 131 Wayside Avenue<br>81 -3200 | E & L Realty Corp. | BB<br>14617 | Wayside Avenue | 80<br>0 | 1 | 2800 | 4780 | 4000<br>I | Abrasive Tool & Machine<br>Industrial Warehouse |
| 345 | 121 Wayside Avenue<br>81 -3150 | Kulik, Nellie | BB<br>14070 | Wayside Avenue | 96<br>0 | 1 | 1104 | 2208 | 1040<br>R | Family Flat<br>Four Bedroom<br>Two Story |
| 346 | 115 Wayside Avenue<br>81 -3050 | Commercial Disposal | BB<br>24500 | Wayside Avenue | 100<br>0 | 1 | 6560 | 7496 | 4000<br>I | Commercial Disposal, Inc.<br>Industrial Warehouse |
| 347 | 103 Wayside Avenue<br>81 -2850 | Parenteau, William | BB<br>27075 | Wayside Avenue | 95<br>0 | 1 | 8250 | 10000 | 3160<br>C | Capitol Insulation<br>Industrial Warehouse |
| 348 | 95 Wayside Avenue<br>81 -2800 | Blaisdell, Ken | BB<br>27075 | Wayside Avenue<br>Doty Circle | 95<br>285 | 1 | 4550 | 5200 | 4000<br>I | Tefran Prof., Inc. |
| 349 | 34 Doty Circle<br>81 -8700 | Hurley and Johnson | BB<br>19000 | Doty Circle | 100<br>0 | 1 | 6224 | 6624 | 3160<br>C | N. E. Wheel & Port |
| 350 | 46 Doty Circle<br>81 -8750 | Jaeger, Leon | BB<br>15500 | Doty Circle | 100<br>0 | 1 | 4000 | 4600 | 3160<br>C | Jaeger Tool Dist. Warehouse |
| 351 | 56 Doty Circle<br>81 -8850 | Vogel, John | BB<br>29490 | Doty Circle | 140<br>0 | 1 | 6720 | 10482 | 4000<br>I | Vogfrom Tool & Die<br>Also known as 58 Doty Cir |
| 352 | 70 Doty Circle<br>81 -8600 | Magronni, Bruno | BB<br>28961 | Doty Circle | 120<br>0 | 1 | 7200 | 7920 | 4000<br>I | Nortek Machine Shop |
| 353 | 74 Doty Circle<br>81 -8900 | Doty, Richard | BB<br>23000 | Doty Circle | 156<br>0 | 1 | 2852 | 3572 | 4000<br>I | Wilson Company<br>Industrial Building<br>Also known as 80 Doty Cir |
| 356 | 92 Doty Circle<br>81 -8905 | Doty, Richard | BB<br>18260 | Doty Circle | 93<br>0 | 1 | 1824 | 3000 | 4000<br>I | Smith-Holder Med. Supply<br>Also known as 94 Doty Cir |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 357 | 100 Doty Circle<br>81 -8497 | Mutual Precision Inc. | BB<br>25637 | Doty Circle | 115<br>0 | 1 | 5820 | 8320 | 4020<br>I | Mutual Precision Industrial Building |
| 358 | 122 Doty Circle<br>81 -8501 | Welch, David | BB<br>60817 | Doty Circle | 230<br>0 | 1 | 7200 | 10200 | 4020<br>I | Armstrong Tool |
| 359 | 130 Doty Circle<br>81 -8500 | Buoniconti, Fred | BB<br>48787 | Doty Circle | 78<br>0 | 1 | 4900 | 7400 | 4000<br>I | Industrial Building |
| 360 | 136 Doty Circle<br>81 -8499 | J. W. S., Inc. | BB<br>16333 | Doty Circle | 114<br>0 | 1 | 15744 | 15744 | 3160<br>C | Garage, Office, Industrial Warehouse |
| 361 | 150 Doty Circle<br>81 -8498 | J. W. S., Inc. | BB<br>17808 | Doty Circle | 110<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land |
| 362 | 158 Doty Circle<br>81 -8502 | J. W. S., Inc. | BB<br>20068 | Doty Circle | 110<br>0 | 1 | 4488 | 5000 | 4020<br>I | Industrial |
| 363 | Doty Circle<br>81 -8945 | Hellas Development Co. | BB<br>25199 | Doty Circle | 120<br>0 | 0 | 0 | 0 | 3310<br>C | Accessory Building Only<br>Vacant Land<br>Located between 182 and 15<br>Doty Circle |
| 364 | 182 Doty Circle<br>81 -8495 | Johnson, John | BB<br>19651 | Doty Circle | 100<br>0 | 1 | 3750 | 3500 | 4000<br>I | Machine Shop |
| 365 | 190 Doty Circle<br>81 -9000 | Kimball, Mark | BA<br>11785 | Doty Circle | 71<br>0 | 1 | 2480 | 3280 | 4010<br>I | Industrial Building/ Warehouse |
| 366 | 19 Wayside Avenue<br>81 -2450 | Wayside Realty, Inc. | BA<br>18008 | Wayside Avenue | 150<br>0 | 1 | 5698 | 6298 | 4000<br>I | Industrial Warehouse |
| 367 | 35 Wayside Avenue<br>81 -2500 | Wayside Realty | BB<br>36970 | Wayside Avenue | 282<br>0 | 1 | 10240 | 12000 | 4000<br>I | Industrial Building<br>(Old Building demolished, this built as replacement, 1989)<br>Aka 37 Wayside Ave. |
| 368 | 181 Doty Circle<br>81 -8959 | Starosielski, Sergei | BB<br>23373 | Doty Circle | 105<br>0 | 1 | 2530 | 2800 | 4000<br>I | Sheet Metal Shop |
| 369 | 171 Doty Circle<br>81 -8960 | Gavazzi, Italo | BB<br>24498 | Doty Circle | 110<br>0 | 1 | 3000 | 3000 | 4000<br>I | Gavco Precision |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 370 | 161 Doty Circle<br>81 -8496 | Spencer, Robert | BB<br>23446 | Doty Circle | 105<br>0 | 1 | 3686 | 4970 | 4000<br>I | Blackhawk Printing<br>Machinery |
| 371 | 143 Doty Circle<br>81 -8552 | Chrzan, Jan | BB<br>33485 | Doty Circle | 180<br>0 | 1 | 16140 | 16140 | 3160<br>C | Riverdale Storage Center<br>128 unit Min. (illegible)<br>Adressor records consider it vacant, but it is not |
| 372 | Doty Circle<br>81 -8554 | Chrzan, Jan | BB<br>20500 | Doty Circle | 100<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>East of 143 Doty Circle |
| 373 | Doty Circle<br>81 -8493 | Howe, William | BB<br>9583 | Doty Circle | 100<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant<br>Lot 26 |
| 374 | Doty Circle<br>81 -8492 | Packer, Raymond | BB<br>10500 | None | 0<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant Land<br>Behind 51 Doty Circle |
| 375 | 63 Doty Circle<br>81 -8950 | Howe, William | BB<br>16500 | Doty Circle<br>Doty Circle | 75<br>165 | 1 | 4830 | 7000 | 4000<br>I | International Beam Welding (lots 9 & 6)<br>75' east side Doty Cir.<br>165' north side Doty Cir. |
| 377 | 51 Doty Circle<br>81 -8550 | Packer, Raymond | BB<br>19950 | Doty Circle | 150<br>0 | 1 | 10800 | 12000 | 4000<br>I | Packer Machine Shop |
| 378 | 35 Doty Circle<br>81 -8650 | Charles Dunn Co. | BB<br>38276 | Doty Circle | 195<br>0 | 1 | 8645 | 8645 | 3160<br>C | Brinks Industrial |
| 379 | 79 Wayside Avenue<br>81 -2750 | Zurlino, Roland | BB<br>27075 | Wayside Avenue<br>Doty Circle | 95<br>285 | 1 | 11920 | 12700 | 4000<br>I | Sanford Tool & Design |
| 380 | 65 Wayside Avenue<br>81 -2700 | Zurlino, Roland | BB<br>28710 | Wayside Avenue | 95<br>0 | 1 | 910 | 1422 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 381 | 57 Wayside Avenue<br>81 -2650 | Grabiec, Anna | BB<br>64469 | Wayside Avenue | 135<br>0 | 1 | 1382 | 2764 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 382 | Riverdale Street<br>81 -9850 | Perry, Richard | BA<br>4607 | Riverdale Street | 141<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant<br>Most of parcel lost to widening of Riverdale St<br>Located by Wayside and Riverdale |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 383 | Riverdale Street<br>81 -9950 | Perry, Richard | BA<br>13932 | Riverdale Street | 94<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>South of 1497 Riverdale Str |
| 384 | 1497 Riverdale Street<br>81 -9900 | Perry, Richard | BA<br>15665 | Riverdale Street | 80<br>0 | 1 | 1494 | 1494 | 3160<br>C | Former Service Station<br>Used at Warehouse |
| 385 | Riverdale Street<br>81 -10000} | Hellas Development | BA<br>5500 | None | 0<br>0 | 0 | 0 | 0 | 3370<br>C | Parking lot<br>for Diplomat Lounge<br>Access - 1517 Riverdale<br>which this is behind. |
| 386 | 1517 Riverdale Street<br>81 -10100 | Hellas Development Co. | BA<br>11355 | Riverdale Street | 83<br>0 | 1 | 2226 | 3696 | 3260<br>C | Diplomat Lounge |
| 387 | 1527 Riverdale Street<br>81 -10150 | Stratos Gustave | BA<br>16590 | Riverdale Street | 100<br>0 | 1 | 4129 | 4897 | 3010<br>C | Cyrils Motel<br>Ten Units<br>Owner Apt. in house area |
| 388 | Riverdale Street<br>81 -10250 | Stratos, Gustave | BA<br>11172 | None | 0<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Behind 1527 Riverdale Stree<br>Assesors record - 37-10250 |
| 389 | 1537 Riverdale Street<br>81 -10300 | Stratos, Gus | BABB<br>44431 | Riverdale Street | 134<br>0 | 1 | 7372 | 7372 | 3010<br>C | Capri Motel<br>24 Comm units<br>3 efficiency |
| 390 | 1557 Riverdale Street<br>81 -10400 | R & D Inc. | BABB<br>67518 | Riverdale Street | 185<br>0 | 2 | 16878<br>2484 | 16878<br>2484 | 3010<br>C | 1: Wagon Wheel Motel<br>48 Units<br>1 Owner Apt/office<br>2: Mingle's Lounge<br>and Restaurant |
| 391 | 1583 Riverdale Street<br>81 -10600 | Gold, Richard | BABB<br>138956 | Riverdale Street | 85<br>0 | 3 | 12096<br>4928 | 20790<br>9856<br>10752 | 1111<br>R | Westwood Court Townhouse<br>Apartments - 50 Two Unit<br>Units1: 27 units<br>2: 11 units<br>3: 12 units |
| 392 | 1573 Riverdale Street<br>81 -10450 | Arun, Dave | BA<br>43068 | Riverdale Street | 131<br>0 | 3 | 5753<br>714 | 5753<br>714<br>1008 | 3010<br>C | 1: Arrowhead Motel<br>19 Units<br>1 Owner Unit<br>2 & 3: Records don't<br>indicatewhat they are,<br>assessors don'tknow. May b<br>separate units |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 393 | 1508 Riverdale Street<br>J3 -10050 | Sixty Hilliard Associates | BA<br>56192 | Riverdale Street | 216<br>0 | 1 | 23835 | 23835 | 3260<br>C | Ashleyville Restaurant<br>Aka 1506 Riverdale |
| 394 | 1500 Riverdale Street<br>J3 -9800 | Sixty Hilliard Associates | BA<br>64033 | Riverdale Street | 50<br>0 | 1 | 12160 | 14320 | 3010<br>C | Super 8 Motel<br>64 Units |
| 395 | 1528 Riverdale Street<br>J3 -10200 | Sheehan, Bernard | BA<br>45135 | Riverdale Street<br>Brush Hill Avenue | 200<br>207 | 1 | 13712 | 13172 | 3320<br>C | Ked's Exxon & Towing |
| 396 | 1554 Riverdale Street<br>J3 -10350 | Sheehan, Bernard | BA<br>13040 | Riverdale Street<br>Brush Hill Avenue | 104<br>102 | 1 | 2124 | 2124 | 3260<br>C | Galley Restaurant |
| 397 | 1578 Riverdale Street<br>R1 -10500 | Moore, Harry | BA<br>33920 | Riverdale Street<br>Brush Hill Avenue | 213<br>198 | 1 | 10147 | 10147 | 3400<br>C | Moore Bus System |
| 397A | 80 Brush Hill Avenue<br>R1 -***** | Individually owned residential condo | RC<br>247856 | Brush Hill Avenue | 378<br>0 | 3 | 12774<br>10466 | 25549<br>20932<br>27440 | 1021<br>R | 74 residential condos<br>1: Units 1-25<br>2: Units 26-49<br>3: Units 50-73<br>74 different parcel numbers counted as one parcel. |
| 397B | Brush Hill Avenue<br>R1 -43650 | Linarichi Villas, Inc. | RC<br>209088 | Brush Hill Avenue<br>WEMCO Drive | 252<br>1180 | 1 | 18375 | 24696 | 999<br>R | 14 residential condos<br>7 garden units<br>7 townhouse units<br>also known as<br>1-27 Lina lane |
| 397D | 174 Brush Hill Avenue<br>R1 -43700 | The Quinnehtuk Company | IP<br>1999840 | Brush Hill Avenue | 1473<br>0 | 1 | 21010 | 51942 | 3400<br>C | Quinnehtuk Co. |
| 399 | Riverdale Street<br>R1 -10550 | Moore, Harry | BA<br>23087 | Riverdale Street | 109<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located South of 1612 Riverdale Street |
| 400 | Curtis Street<br>R1 -30100 | Ciejel, Ed. | BA<br>12700 | Curtis Street<br>Connecticut Avenue | 122<br>100 | 0 | 0 | 0 | 1300<br>V | Vacant Land |
| 401 | Connecticut Avenue<br>R1 -25000 | Ciejek, Ed. | BA<br>14723 | Connecticut Avenue | 120<br>0 | 0 | 0 | 0 | 1300<br>V | Vacant Land<br>Located behind 1612 Riverdale Street |
| 403 | 1612 Riverdale Street<br>R1 -10750 | Riley, Joseph | BA<br>13750 | Riverdale Street<br>Connecticut Avenue | 139<br>80 | 1 | 1305 | 1305 | 3300<br>C | Service Station<br>"Flat"<br>Two Bay |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

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|---|---|---|---|---|---|---|---|---|---|---|
| 405 | 1613 Riverdale Street<br>82 -10800 | Platantis, Pete | BA<br>12750 | Riverdale Street<br>Normandeau Street | 108<br>179 | 2 | 2990<br>1250 | 2990<br>1250 | 999<br>C | 1: Restaurant<br>2: Service Shops<br>Also Known as<br>1615 Riverdale Street |
| 405A | 1595 Riverdale Street<br>81 -10650 | Tire Eng. Co. | BA<br>30282 | Riverdale Street | 65<br>0 | 1 | 5064 | 5064 | 3320<br>C | Nandos Firestone Tire |
| 406 | Normandeau Street<br>82 -10850 | Normandeau, Leon | BA<br>31293 | None | 0<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant Land<br>Behind 1595 Riverdale St<br>Easement necessary |
| 407 | 1595 Riverdale Street<br>81 -10700 | Grinspoon, Hal | BAFP<br>398138 | None | 0<br>0 | 0 | 0 | 0 | 3910<br>V | Vacant Land<br>140' frontage on Conn. Rive<br>Located 3 parcels behind<br>1595 Riverdale Street |
| 408 | Hayes Avenue<br>82 -9800 | Retchin, Harold | RB<br>50094 | Hayes Avenue | 163<br>0 | 0 | 0 | 0 | 1310<br>V | Vacant Land<br>220' frontage on Conn. R.<br>Located between 74 Hayes<br>Av & Conn. R. |
| 409 | 74 Hayes Avenue<br>82 -9700 | Methe, Gerard | RB<br>20545 | Hayes Avenue | 120<br>0 | 1 | 676 | 1352 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 411 | 68 Hayes Avenue<br>82 -9650 | Metha, Gerard | RB<br>10320 | Hayes Avenue | 60<br>0 | 1 | 880 | 880 | 1010<br>R | Single Family<br>One Bedroom<br>One Story |
| 412 | 62 Hayes Avenue<br>82 -9600 | Platanitis | RB<br>10350 | Hayes Avenue | 60<br>0 | 1 | 624 | 1248 | 1010<br>R | Single Family<br>Two Bedroom<br>Two Story |
| 413 | 56 Hayes Avenue<br>82 -9550 | Kasica, Alice | RB<br>10350 | Hayes Avenue | 60<br>0 | 1 | 624 | 1248 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 414 | 34 Hayes Avenue<br>82 -9400 | Normandeau, Leon | BARB<br>14400 | Hayes Avenue<br>Normandeau Street | 120<br>120 | 1 | 2814 | 2814 | 3140<br>C | Service Shops |
| 415 | 20 Normandeau Street<br>82 -10800 | Normandeau, Leon | BA<br>15600 | Normandeau Street | 160<br>0 | 1 | 7400 | 7400 | 3220<br>C | Service Shops |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 416 | 1623 Riverdale Street<br>82 -10850 | Iellamo, Joe | BA<br>9580 | Riverdale Street<br>Normandeau Street | 64<br>150 | 1 | 923 | 1810 | 3400<br>C | Office Building |
| 417 | 1633 Riverdale Street<br>82 -10900 | Normandeau, Leon | BA<br>35663 | Riverdale Street<br>Hayes Avenue | 202<br>213 | 2 | 16389<br>4770 | 16389<br>9540 | 999<br>C | 1: Store<br>2: Office<br>Converted Residence<br>Also known as 1645 and 1631 Riverdale Street |
| 418 | 1646 Riverdale Street<br>R1 -10950 | Zelazo's Poultry, inc. | BA<br>46174 | Riverdale Street<br>Connecticut Avenue | 270<br>290 | 4 | 7032<br>5362 | 7032<br>5362<br>1960<br>2182 | 999<br>C | 1: Packing Plant & Office<br>2: Warehouse<br>3: Auto showroom<br>4: Single Family<br>Four Bedroom, Two story<br>A. K. A. 1632 Riverdale Str |
| 419 | 1654 Riverdale Street<br>R1 -11050 | Compudata, Inc. | BA<br>25580 | Riverdale Street<br>Massasoit Avenue | 120<br>208 | 1 | 3780 | 3780 | 3400<br>C | Compudata<br>Office Building<br>Also 120 feet frontage on Curtis Street |
| 420 | 1651 Riverdale Street<br>82 -11100 | Retchum, Harold | BA<br>26136 | Riverdale Street<br>Hayes Avenue | 122<br>136 | 1 | 9050 | 18010 | 3220<br>C | Crown Furniture<br>Store |
| 421 | 25 Hayes Avenue<br>82 -9300 | Normandeau, Leon | BA<br>15292 | Hayes Avenue | 120<br>0 | 1 | 2058 | 2058 | 3400<br>C | Office Building |
| 422 | 43 Hayes Avenue<br>82 -9350 | Normandeau, Leon | RB<br>21562 | Hayes Avenue | 180<br>0 | 1 | 1008 | 1988 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 423 | 55 Hayes Avenue<br>82 -9500 | Salter, Deborah | RB<br>7200 | Hayes Avenue | 60<br>0 | 1 | 636 | 1236 | 1010<br>R | Single Family<br>Three Bedroom<br>Two Story |
| 424 | 5 Brightwater Street<br>82 -40700 | Pelletier, Jean | RB<br>7200 | Brightwater Street<br>Hayes Avenue | 60<br>120 | 1 | 768 | 768 | 1010<br>R | Single Family<br>Two Bedroom<br>One Story |
| 425 | 81 Hayes Avenue<br>82 -9750 | Platanitis, Peter | RB<br>26100 | Hayes Avenue<br>Brightwater Street | 273<br>120 | 0 | 0 | 0 | 1060<br>V | Vacant Land<br>Accessory Building<br>150' frontage on Conn. Rive |
| 426 | 14 Brightwater Street<br>82 -40750 | Wigham, Paul | RB<br>8580 | Brightwater Street | 60<br>0 | 1 | 606 | 918 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story<br>75' frontage on Conn. River |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 427 | 20 Brightwater Street<br>82 -40800 | Curti, David | RB<br>5550 | Brightwater Street<br>Bacon Avenue | 60<br>65 | 1 | 604 | 1208 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 428 | 64 Bacon Avenue<br>82 -500 | Pasternak, Boles | RB<br>7200 | Bacon Avenue<br>Brightwater Street | 60<br>120 | 1 | 683 | 1331 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 429 | 56 Bacon Avenue<br>82 -400 | Lapierre, Giselle | RB<br>7200 | Bacon Avenue | 60<br>0 | 1 | 990 | 990 | 1010<br>R | Single Family<br>Three Bedroom<br>One Story |
| 430 | 50 Bacon Avenue<br>82 -350 | Modlish, Max | RB<br>14400 | Bacon Avenue | 120<br>0 | 1 | 1044 | 1044 | 1010<br>R | Single Family<br>Two Bedroom<br>One Story |
| 431 | Bacon Avenue<br>82 -0250 | Tash, Dewitt | RB<br>7200 | Bacon Avenue | 60<br>0 | 0 | 0 | 0 | 1320<br>V | Vacant Land<br>Located east of<br>34 Bacon Avenue |
| 432 | 34 Bacon Avenue<br>82 -0200 | Tash, Dewitt | RB<br>7200 | Bacon Avenue | 60<br>0 | 1 | 1076 | 1076 | 1010<br>R | Three Bedroom<br>One Story |
| 433 | Riverdale Street<br>82 -11150 | Normandeau, Leon | BARB<br>28281 | Riverdale Street<br>Bacon Avenue | 106<br>271 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located at SE corner of<br>Riverdale St & Bacon Ave. |
| 434 | 1676 Riverdale Street<br>R1 -11310 | Epstein, Allan | BA<br>45750 | Riverdale Street<br>Massasoit Avenue | 235<br>108 | 1 | 11998 | 28666 | 3220<br>C | Electric Ourlet and Firesid<br>Emporium<br>Also known as<br>1688 Riverdale Street |
| 435 | Massasoit Avenue<br>R1 -11900 | Valley View Associates | BA<br>7716 | Massasoit Avenue | 80<br>0 | 0 | 0 | 0 | 1320<br>V | Vacant Land |
| 436 | Massasoit Avenue<br>R1 -12000 | Valley View Associates | RA2<br>10643 | Massasoit Avenue | 120<br>0 | 0 | 0 | 0 | 1300<br>V | Located behind<br>1676 Riverdale Street<br>Vacant land |
| 437 | Massasoit Avenue<br>R1 -12040 | Valley Views Associates | BA<br>53225 | None | 0<br>0 | 0 | 0 | 0 | 1310<br>V | Vacant Land<br>Located behind 1688 and 170<br>Riverdale Street |
| 438 | 1702 Riverdale Street<br>R1 -11300 | Mitchell, Robert | BA<br>38712 | Riverdale Street | 181<br>0 | 1 | 8265 | 10938 | 3160<br>C | E. J. Hurst Co. |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 439 | 1683 Riverdale Street<br>82 -11250 | Webster, Ruth | BA<br>23270 | Riverdale Street<br>Bacon Avenue | 120<br>197 | 1 | 1325 | 2650 | 1010<br>R | Single Family<br>Five Bedroom<br>Two Story |
| 440 | 25 Bacon Street<br>82 -0050 | Sharrow, Gilfred | RB<br>7200 | Bacon Avenue | 60<br>0 | 1 | 1278 | 1278 | 1010<br>R | Single Family<br>Two Bedroom<br>One Story |
| 441 | 33 Bacon Avenue<br>82 -0100 | Plantanitis | RB<br>10800 | Bacon Avenue | 90<br>0 | 1 | 1328 | 2620 | 1010<br>R | Single Family<br>Four Bedroom<br>Two Story |
| 442 | 41 Bacon Avenue<br>82 -0150 | Thibeault, George | RB<br>10800 | Bacon Avenue | 90<br>0 | 1 | 1627 | 2938 | 1040<br>R | Family Flat<br>Five + Bedroom<br>Two Story |
| 443 | 53 Bacon Avenue<br>82 -300 | Bramley, Norman | RB<br>14400 | Bacon Avenue | 120<br>0 | 1 | 896 | 1792 | 1010<br>R | Single Family<br>Four Bedroom<br>1.5 Story |
| 444 | 59 Bacon Avenue<br>82 -450 | Budreau, Stephen | RB<br>11520 | Bacon Avenue | 145<br>0 | 1 | 708 | 1332 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story<br>145' frontage on Conn. R |
| 445 | 1707 Riverdale Street<br>82 -11350 | Yucka, Emilie | BAFP<br>115434 | Riverdale Street | 201<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land |
| 446 | Riverdale Street<br>82 -11500 | Tobiasz, Robert | BAFP<br>72745 | Riverdale Street | 146<br>0 | 3 | 1104<br>6588 | 2142<br>13176<br>9760 | 1120<br>R | 52 Apartments<br>1: Single Family, Four BedroomTwo Story<br>2: 24 Units<br>3: Card says 52, but TOTAL is 52. Aka 1723 Riverdale |
| 447 | 1712 Riverdale Street<br>R1 -11400 | Seawave, Inc. | BA<br>154638 | Riverdale Street<br>Niles Street | 132<br>60 | 1 | 7339 | 9331 | 3010<br>C | Corral Motel<br>18 Commercial Units<br>Plus Owner Suite |
| 447A | 1716 Riverdale Street<br>R1 -11450 | Seaware, Inc. | BA<br>47916 | None | 0<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Abuts Corral Motel & Boathouse owned by Seawave, Inc.<br>& has a barn on it. |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 448 | Riverdale Street<br>R2 -11700 | Sickler, Sarah | BA<br>31307 | None | 0<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located behind<br>1752 Riverdale Street |
| 449 | 15 LaBelle Street<br>R2 -350 | Guyette, Carmi | BA<br>13910 | LaBelle Street | 145<br>0 | 1 | 1032 | 1857 | 1040<br>R | Family Flat<br>Five + Bedroom<br>Two Story |
| 450 | 1752 Riverdale Street<br>R2 -11750 | Setherlund, Richard | BA<br>11761 | Riverdale Street | 210<br>0 | 1 | 2144 | 2144 | 3320<br>C | Twilight Road Service |
| 450A | 1724 Riverdale Street<br>R2 -11550 | Caplan, Richard | BA<br>24803 | Riverdale Street | 217<br>0 | 1 | 3612 | 4620 | 3220<br>C | Electric Outlet |
| 451 | Riverdale Street<br>R2 -11600 | Young, William | BAFP<br>91476 | Riverdale Street | 200<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Outbuildings<br>Between 1747 &1723<br>Riverdale Street |
| 452 | 1747 Riverdale Street<br>82 -11650 | Western Mass Elec. Co. Mult. Div. | BAFP<br>11250 | Riverdale Street | 50<br>0 | 0 | 0 | 0 | 4230<br>I | Vacant Land<br>Electric Towers |
| 453 | 1771 Riverdale Street<br>82 -11850 | Plante Properties, Inc. | BAFP<br>89298 | Riverdale Street | 271<br>0 | 1 | 5166 | 5166 | 3220<br>C | Store<br>Also known as<br>1769 Riverdale Street |
| 454 | 1772 Riverdale Street<br>R2 -11800 | Zellson Corp. | BA<br>9739 | Riverdale Street<br>LaBelle Possible | 95<br>67 | 1 | 1982 | 1982 | 3220<br>C | Max Zeller Furs |
| 455 | 20 LaBelle Street<br>R2 -400 | Guyette, Ernest | BA<br>16261 | LaBelle Street | 183<br>0 | 1 | 1664 | 3328 | 1010<br>R | Five + Bedroom<br>Two story |
| 456 | 1806 Riverdale Street<br>R2 -12050 | Weiner, Maurice et al | BA<br>163786 | Riverdale Street<br>Althea Street | 445<br>200 | 1 | 19200 | 19200 | 3220<br>C | Grossman<br>Warehouse-Store |
| 457 | 1779 Riverdale Street<br>82 -11900 | Crone, Lawrence | BAFP<br>49223 | Riverdale Street | 151<br>0 | 1 | 6810 | 6810 | 3220<br>C | Bedding Barn<br>Store |
| 458 | Riverdale Street<br>82 -11950 | Fanti, Shirley | BAFP<br>57935 | Riverdale Street | 139<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located between 1817 and<br>1779 Riverdale Street |
| 459 | 1817 Riverdale Street<br>82 -12100 | Baker, Eugene | BAFP<br>56628 | Riverdale Street | 248<br>0 | 1 | 2136 | 2136 | 3420<br>C | Office Building<br>Medical Diagnostic Center |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 460 | Riverdale Street<br>82 -12150 | Agnoli, Gordon | BAFP<br>78408 | Riverdale Street | 150<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located north of 1817 Riverdale Street |
| 460A | Riverdale Street<br>83 -12300 | Giles, Betty Jane | BA<br>75 | Riverdale Street | 7<br>0 | 0 | 0 | 0 | 3920<br>V | Vacant Land |
| 461 | Riverdale Street<br>R2 -12000 | Young, William | BA<br>2625 | Riverdale Street<br>Althea Street | 35<br>75 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located south of 1834 Riverdale Street |
| 462 | 1844 Riverdale Street<br>R2 -12200 | Gallerani, Sylvia | BA<br>26624 | Riverdale Street<br>Althea Street | 185<br>200 | 2 | 2535<br>1744 | 2535<br>3368 | 999<br>C | 1: G & G Enterprises<br>2: Single Family<br>Three Bedroom<br>Two Story<br>Also known as<br>1834 Riverdale Street |
| 464 | 45 Prospect Avenue<br>U1 -23900 | Suffriti, Gary,<br>Rocco, Frank | BARA2<br>55607 | Prospect Avenue | 64<br>0 | 1 | 912 | 2848 | 3900<br>V | Single Family |
| 465 | Riverdale Street<br>83 -12350 | Solomon, Marshall | BA<br>10540 | Riverdale Street | 100<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located south of 2005 Riverdale Street |
| 466 | Riverdale Street<br>83 -12600 | Solomon, Marshall | BA<br>32350 | None | 45<br>0 | 0 | 0 | 0 | 3900<br>V | Vacant Land<br>Located behind 2005 Riverdale Street |
| 467 | Riverdale Street<br>83 -12450 | Leske, Richard | BAFP<br>391604 | None | 0<br>0 | 0 | 0 | 0 | 2210<br>V | Vacant<br>317,000 sq. ft.<br>in flood plain |
| 468 | 2005 Riverdale Street<br>83 -12400 | Solomon, Marshall | BA<br>17662 | Riverdale Street | 100<br>0 | 1 | 6353 | 8267 | 3220<br>C | Talpin Pump & Compressor |
| 469 | 2009 Riverdale Street<br>83 -12550 | Solomon, Marshall | BA<br>33049 | Riverdale Street | 115<br>0 | 2 | 2538<br>3600 | 4184<br>3600 | 999<br>C | 1: Otis & Mac Bus System<br>Unfinished basement<br>UFB -#2005 Riverdale St.<br>2: Cycle Supplies, Unltd. |
| 470 | 2034 Riverdale Street<br>U1 -12250 | Bonneau, Armand &<br>Mary | BARA2<br>43124 | Riverdale Street | 200<br>0 | 2 | 4128<br>3388 | 4744<br>3388 | 1120<br>R | Seville Apartments<br>1: 6- 1-Bdrm, 1- 4-Bdrm.<br>2:Tole House Apts<br>6 one-bedroom<br>A.K.A. 2024 Riverdale St |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 471 | 24,42 Prospect Avenue<br>U1 -23850 | Hampden Nursing Home | RA<br>246677 | Prospect Avenue | 409<br>0 | 3 | 1707<br>15972 | 1707<br>15972<br>1040 | 999<br>R | Riverdale Gardens Nursing Home<br>: Addition<br>3: Addition |
| 472 | Highland Avenue<br>U2 -18150 | Riverdale Gardens | BA<br>86850 | Highland Avenue<br>Prospect Avenue | 150<br>276 | 0 | 0 | 0 | 1300<br>R | Vacant land used by nursing hmLocated beside 42, 44 Prospect Av Nursing Home |
| 473 | 19 Highland Avenue<br>U1 -17350 | Chedade, Youssef | BARA2<br>60434 | Highland Avenue | 190<br>0 | 2 | 4142<br>6150 | 16568<br>21256 | 1120<br>R | Hillcrest House Apartments<br>1: 25 1 Bedroom Apts.<br>2: 48 Efficiency Units |
| 474 | 21-25 Prospect Avenue<br>U1 -23875 | Bonneau, Helene | BARA2<br>13230 | Prospect Avenue | 133<br>0 | 1 | 3496 | 5674 | 1120<br>R | Nine 1-Bedroom Apartments |
| 475 | 31-35 Prospect Avenue<br>U1 -23880 | Bonneau, Helene | BA<br>13033 | Prospect Avenue | 116<br>0 | 1 | 4831 | 7396 | 1120<br>R | Tollhouse Apartments<br>13 One-Bedroom Apts. |
| 477 | 2036 Riverdale Street<br>U1 -12275 | Bonneau, Marguerite | BA<br>37026 | Riverdale Street | 110<br>0 | 1 | 10195 | 22157 | 1120<br>R | Tollhouse Apartments<br>Five 2 Bedroom<br>Twenty Four 1 bedroom |
| 478 | 2044 Riverdale Street<br>U1 -12700 | Shell Oil Company, Eastern Tax Regn. | BA<br>78514 | Riverdale Street<br>Highland Avenue | 188<br>101 | 1 | 2720 | 2720 | 3340<br>C | Shell Gas Station<br>BP 88 Converted to Store |
| 479 | 2033 Riverdale Street<br>84 -12650 | Laske, Richard | BA<br>13100 | Riverdale Street | 80<br>0 | 1 | 4704 | 5684 | 3010<br>C | Huntsman Motel<br>16 comm units plus one owner apt |
| 480 | 2045 Riverdale Street<br>84 -12750 | Leske, Richard | BA<br>8102 | Riverdale Street<br>Marion Street | 92<br>90 | 1 | 790 | 1580 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 481 | 12 Marion Street<br>84 -9250 | Leske, Richard | BA<br>16640 | Marion Street<br>Elizabeth Street | 132<br>104 | 1 | 1358 | 1358 | 1010<br>R | Single Family<br>Four Bedroom<br>One Story |
| 483 | Elizabeth Street<br>84 -3450 | Leske, Richard | BA<br>3200 | Elizabeth Street | 50<br>0 | 0 | 0 | 0 | 1320<br>V | Vacant Land<br>Located west of 2 Elizabeth Street |
| 484 | 2 Elizabeth Street<br>84 -3150 | McNulty, Thomas | BA<br>15080 | Elizabeth Street | 94<br>0 | 1 | 1360 | 1360 | 3320<br>C | Auto Shop<br>Commu. Shop |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE (sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 485 | Riverdale Street<br>83 -12500 | Leske, Richard | FP<br>104544 | None | 0<br>0 | 0 | 0 | 0 | 2210<br>V | Vacant Land<br>All in FP<br>205' frontage on Conn. R. |
| 486 | Riverdale Street<br>84 -12952 | Fraczek, Joe | BAFP<br>510523 | None | 0<br>0 | 0 | 0 | 0 | 2200<br>V | Vacant Commercial Land<br>645' frontage along Conn.R.<br>Located at 2107 & 2097 Riverdale St |
| 487 | 4 Elizbaeth Street<br>84 -3100 | McNulty, Thomas | BA<br>9230 | Elizabeth Street | 88<br>0 | 1 | 768 | 768 | 1010<br>R | Single Family<br>Three Bedroom<br>One Story |
| 488 | 10 Elizabeth Street<br>84 -3200 | Beaudry, Dorothy | BA<br>8720 | Elizabeth Street | 80<br>0 | 1 | 1122 | 1914 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story |
| 489 | 18 Elizabeth Street<br>84 -3250 | Fraczek, Elizabeth | BA<br>6750 | Elizabeth Street | 60<br>0 | 1 | 1568 | 1568 | 3160<br>C | Industrial Warehouse<br>Unoccupied |
| 490 | Elizabeth Street<br>84 -3300 | Fraczek, Elizabeth | BA<br>4600 | Elizabeth Street | 40<br>0 | 0 | 0 | 0 | 3920<br>V | Vacant Land<br>Jefferson Realty Trust<br>Located between 18 & 26 Elizabeth Street |
| 491 | 26 Elizabeth Street<br>84 -3350 | Franzcek, Elizabeth | BA<br>4680 | Elizabeth Street | 40<br>0 | 1 | 3006 | 3150 | 3220<br>C | Comm. Building<br>Building is vacant |
| 492 | 34 Elizabeth Street<br>84 -3400 | Lepage Carol | BA<br>15100 | Elizabeth Street | 145<br>0 | 1 | 1062 | 1062 | 1010<br>R | Single Family<br>Three Bedroom<br>One Story |
| 494 | 2071 Riverdale Street<br>84 -12850 | McNeill, George | BA<br>75359 | Riverdale Street<br>Marion Street | 220<br>226 | 1 | 14934 | 44802 | 1120<br>R | Riverdale Apartments<br>69 1-bedroom apartments<br>also known as<br>2073 Riverdale Street |
| 495 | 2068 Riverdale Street<br>U1 -12800 | DT & JB of West Springfield | BA<br>29742 | Riverdale Street | 100<br>0 | 1 | 13583 | 16313 | 999<br>C | 1.Meetinghouse Restaurant<br>Apartment above bar<br>2.Single family |
| 496 | 2112 Riverdale Street<br>U2 -1400 | Sisters of Providence | BA<br>1197900 | Riverdale Street | 895<br>0 | 5 | 4710<br>4710<br>4710 | 9420<br>9420<br>9420<br>9420<br>9420 | 999<br>G | School<br>Administration<br>Providence Mother House |

PARCEL INVENTORY - WEST SPRINGFIELD
ROUTE 5 HIGHWAY CORRIDOR STUDY

| ID# | PARCEL LOCATION AND IDENTIFICATION<br>Street Address<br>Map # Parcel# | OWNER NAME | ZONING<br><br>LOTSIZE<br>(sq.ft.) | STREET ACCESS AND FRONTAGE<br>Street name | STRUCTURES<br>Frontage (feet) | # of str. | First floor area | Total floor area | LAND USE | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 497 | 2085 Riverdale Street<br>001-12900 | Gaulin, Marlon | BA<br>12342 | Riverdale Street | 95<br>0 | 1 | 900 | 1544 | 1010<br>R | Single Family<br>Three Bedroom<br>1.5 Story<br>(See also assessor's map 84 |
| 498 | 2097 Riverdale Street<br>84 -12950 | Williams, Carolyn | BA<br>23317 | Riverdale Street | 100<br>0 | 1 | 2400 | 4800 | 3220<br>C | Franchell, Sportsman |
| 499 | 2107 Riverdale Street<br>84 -13000 | Janson, Irene | BA<br>21239 | Riverdale Street | 72<br>0 | 1 | 2730 | 2730 | 3160<br>C | Promatool Industrial<br>Warehouse<br>Property includes "Lot B"<br>located behind 2107 Riverda<br>Street |
| 500 | 2119 Riverdale Street<br>84 -13050 | Shea Erin Trust | BAFP<br>148104 | Riverdale Street | 132<br>0 | 1 | 4442 | 4442 | 3400<br>C | New England Telephone<br>Office Building<br>130' frontage on Conn R. |
| 501 | 2131 Riverdale Street<br>84 -13200 | Mytas, Norman | BAFP<br>174240 | Riverdale Street | 162<br>0 | 1 | 6000 | 10800 | 3160<br>C | Industrial Warehouse<br>160' frontage on Conn. R. |
| 502 | 2149 Riverdale Street<br>84 -13100 | Homelike<br>Apartments | BAFP<br>204732 | Riverdale Street | 151<br>0 | 1 | 8800 | 22164 | 1120<br>R | Crestwood Apartments<br>48 Units (4 2-bdrm, 30<br>1-bdrm,14 efficiency)<br>145' frontage on Conn<br>R. |
| 503 | 2161 Riverdale Street<br>84 -13150 | LaGuercia, Fred | BA<br>6534 | Riverdale Street | 85<br>0 | 1 | 1000 | 1000 | 3260<br>C | Snappy Rental Car |
| *** Total *** | | | | | | 444 | | | | |

# APPENDIX C

# PROPOSED TRAFFIC IMPACT STATEMENT REQUIREMENT FOR SITE PLAN REVIEW BYLAW/ORDINANCE

ROUTE 5 ACTION #3(a) - REQUIRE TRAFFIC IMPACT STATEMENTS FOR LARGER DEVELOPMENTS AND HIGH TRAFFIC VOLUME GENERATING USES

The following is a model traffic impact statement requirement that should be incorporated in the site plan review bylaw/ordinance for both Holyoke and West Springfield:

1.0 TRAFFIC IMPACT STATEMENT

The reviewing authority shall require a detailed traffic study for high-volume traffic generating uses with a trip generation rate over 700 vehicles/day (based on Institute of Transportation Engineers rates found in Trip Generation), for the construction of a new multi-family, business or industrial structure of 10,000 square feet or more of gross floor area, and for the expansion or change in use of any multi-family, business or industrial structure of 10,000 square feet or more in gross floor area. The traffic impact statement shall contain:

1.01 The projected number of motor vehicle trips to enter or leave the site, estimated for daily and peak hour traffic levels.

1.02 The projected traffic flow pattern including vehicular movements at all major intersections likely to be affected by the proposed use of the site.

1.03 Traffic flow patterns at the site including entrances and egresses, loading and unloading areas, and curb cuts on site and within one hundred feet of the site.

1.04 A detailed assessment of the traffic safety impacts of the proposed project or use on the carrying capacity of any adjacent highway or road, including the projected number of motor vehicles trips to enter or depart from the site estimated for daily hour and peak hour traffic levels, road capacities, and impacts on intersections. Existing daily and peak hour traffic levels and road capacities shall also be given.

1.05 A plan to minimize traffic and safety impacts through such means as physical design and layout concepts, staggered employee work schedules, promoting use of public transit or carpooling, or other appropriate means.

1.06 An internal traffic and pedestrian circulation plan designed to minimize conflicts and safety problems.

1.07 Adequate pedestrian and bicycle access provided by supplying access to adjacent properties and between individual business within a development.

1.08 Specific mitigating measures which alleviate impacts to the adjacent roadway network.

1.09 A five-year forecast roadway capacity analysis with a discussion of the primary differences between developing the project (a Build alternative) and the alternative of not carrying out the project (No Build alternative).

1471K:dl/1/14/92

# APPENDIX D

# PROPOSED TRIP REDUCTION REQUIREMENT FOR SITE PLAN REVIEW BYLAW/ORDINANCE

ROUTE 5 ACTION #3(b) - ADOPT TRIP REDUCTION PLAN REQUIREMENTS

The following are model trip reduction requirements which should be incorporated in the site plan review bylaw/ordinance for Holyoke and West Springfield:

2.0 TRIP REDUCTION PLAN

In each case where a large business or industrial development results in the employment of 50 or more persons, the applicant shall prepare and submit a "Trip Reduction Plan" which clearly identifies a combination of transportation systems management strategies which are designed to reduce anticipated vehicle trips by 35 percent. The trip reduction plan should be submitted in conjunction with any required traffic impact statements. These strategies should include, but are not limited to:

2.01 Vanpool/Carpool incentive targeted toward employees, such as employer subsidies for vanpools/carpools, preferred vanpool/carpool parking, ride matching services, and providing parking at the vanpool/carpool pick-up site.

2.02 Allowing and encouraging flexible work hours and flexible work weeks for employees.

2.03 Encouraging pedestrian and bicycle commute modes by providing on-site bicycle parking storage, locker room facilities, bike and walking paths, and similar features.

2.04 Site designs which are conducive to transit or vanpool use, such as convenient, weather protected transit shelters.

2.05 Encouraging employee and customer use of transit services, including providing transit subsidies for improved transit service and accessibility.

2.06 Provision of on-site services, retail opportunities, and housing if allowed in the zone.

2.07 Naming a full-time or part-time transportation systems management coordinator to oversee implementing all strategies identified in the "Trip Reduction Plan."

2.08 Filing and annual report on the status of the "Trip Reduction Plan" with the local department of public works and the building inspector.

2.09 Attempting to develop and assisting in the development of Traffic Control Measures (TCM) for the municipality and/or the regional planning agency.

1471K:dl/1/14/92

# APPENDIX E

# PROPOSED ACCESS STANDARDS FOR SITE PLAN REVIEW BYLAW/ORDINANCE

ROUTE 5 #3(c) - ESTABLISH ACCESS STANDARDS

The following are model access standards which should be incorporated in the site plan review bylaw/ordinance for West Springfield and Holyoke:

3.0 ACCESS STANDARDS

Applicants must demonstrate that the project will minimize traffic and safety impacts on the highway or the street providing the property its principal frontage by meeting the following standards:

3.01 The number of curb cuts on state and local roads shall be minimized. To the extent feasible, access to a business property shall be provided via one of the following:

a. Access via a common driveway serving adjacent lots or premises.

b. Access via an existing side street.

3.02 One driveway per parcel shall be permitted as a matter of right. Where deemed necessary by the reviewing authority, two driveways may be permitted as part of the Site Plan Review process which shall be clearly marked "entrance" and "exit".

3.03 Curb cuts shall be limited to the minimum width for safe entering and exiting, and shall in no case exceed 24 feet in width.

3.04 All driveways shall be designed to afford motorists exiting to highways with safe sight distance.

3.05 The proposed development shall assure safe interior circulation within its site by separating and providing appropriate facilities for pedestrian, bicycle and vehicular traffic.

3.07 Driveway entrance must be able to accommodate all vehicle types having occasion to enter the site, including delivery vehicles.

3.08 Driveway placement should be such that loading and unloading activities will in no way hinder vehicle ingress or egress.

3.10 ACCESS STANDARDS - MULTIPLE TURNING LANES FOR HIGH-VOLUME TRAFFIC GENERATING USES

Multiple turning lanes shall be permitted for high-volume traffic generating uses only upon issuance of a Special Permit from the Planning Board. High-volume traffic generating uses are uses with a trip generation rate of over 700 vehicles/day (based on Institute of Transportation Engineers rates found in Trip Generation).

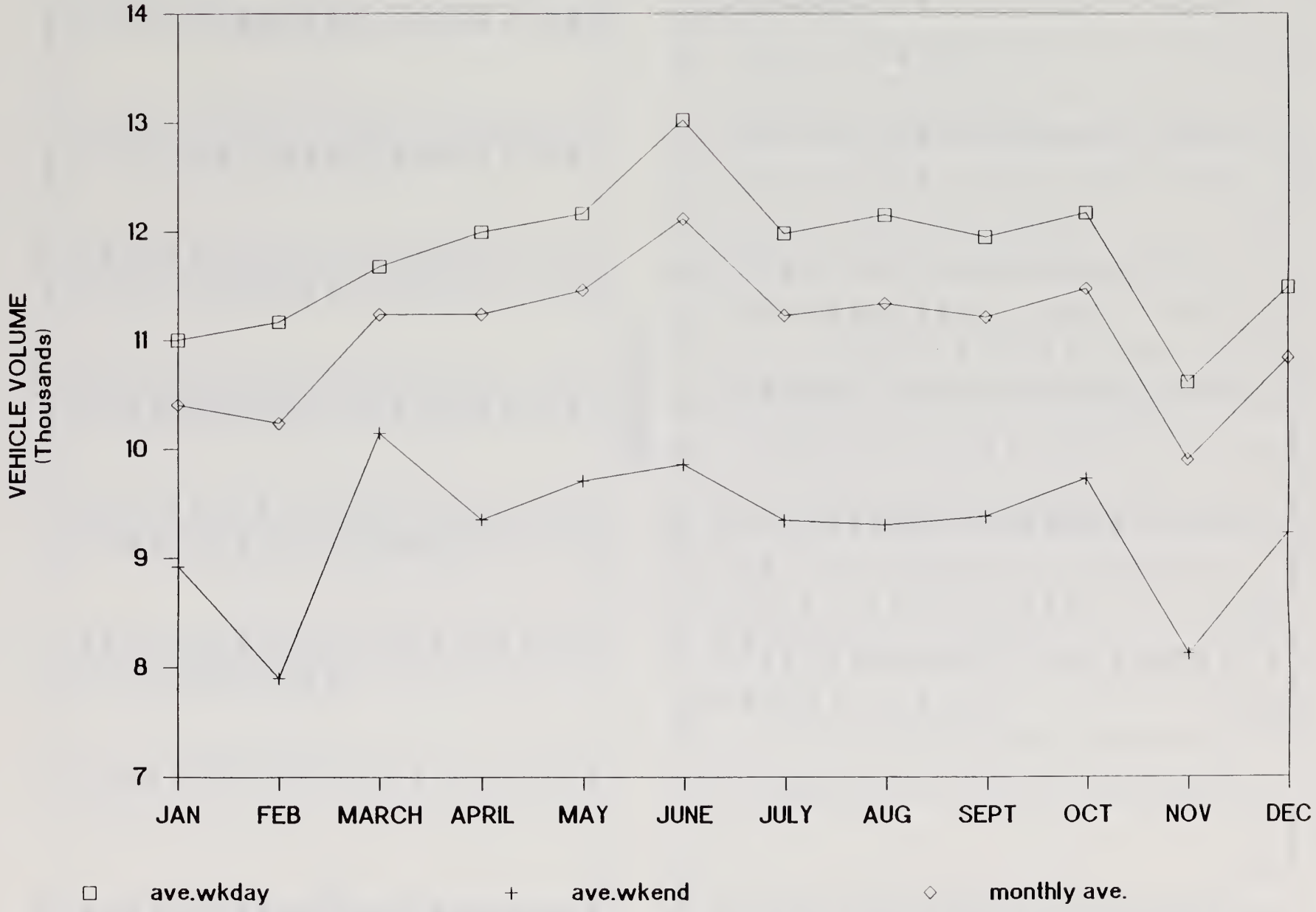
1502K/cs:2/18/92

# APPENDIX F-1

# AVERAGE DAILY TRAFFIC COUNTS

# ROUTE 5 1990 ADT

W.SPFLD/HOLYOKE TOWN LINE



SITE CODE : 00000001
Location : WEST SPRINGFIELD, ROUTE 5
Location2 : S/O EAST ELM
Operator : TZ,BM,JP

PIONEER VALLEY PLANNING COMMISSION

PAGE: 1
FILE: 7716

DATE: 11/26/90

| TIME BEGIN | MONDAY 26 | | TUESDAY 27 | | WEDNESDAY 28 | | THURSDAY 29 | | FRIDAY 30 | | SATURDAY 1 | | SUNDAY 2 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | * | * | * | * | 67 | 73 | 95 | 126 | 106 | 117 | 212 | 282 | 215 | 295 | 139 | 178 |
| 1:00 | * | * | * | * | 51 | 42 | 51 | 137 | 70 | 66 | 92 | 282 | 136 | 307 | 80 | 166 |
| 2:00 | * | * | * | * | 40 | 51 | 41 | 82 | 60 | 85 | 114 | 148 | 99 | 119 | 70 | 97 |
| 3:00 | * | * | * | * | 23 | 31 | 26 | 21 | 32 | 35 | 37 | 59 | 30 | 41 | 29 | 37 |
| 4:00 | * | * | * | * | 40 | 50 | 40 | 56 | 43 | 48 | 55 | 48 | 22 | 34 | 40 | 47 |
| 5:00 | * | * | * | * | 73 | 140 | 85 | 138 | 94 | 132 | 72 | 81 | 34 | 47 | 71 | 107 |
| 6:00 | * | * | * | * | 239 | 410 | 238 | 397 | 241 | 407 | 130 | 171 | 72 | 82 | 184 | 293 |
| 7:00 | * | * | * | * | 561 | 802 | 554 | 788 | 578 | 732 | 204 | 286 | 128 | 118 | 405 | 545 |
| 8:00 | * | * | * | * | 616 | 749 | 588 | 786 | 656 | 766 | 441 | 373 | 174 | 205 | 495 | 575 |
| 9:00 | * | * | * | * | 604 | 520 | 665 | 554 | 714 | 549 | 560 | 526 | 289 | 327 | 566 | 495 |
| 10:00 | * | * | * | * | 734 | 544 | 783 | 585 | 821 | 657 | 862 | 697 | 399 | 450 | 719 | 586 |
| 11:00 | * | * | 701 | 630 | 786 | 657 | 899 | 678 | 999 | 712 | 1139 | 732 | 745 | 527 | 878 | 656 |
| 12:00 PM | * | * | 897 | 759 | 840 | 783 | 922 | 839 | 1065 | 927 | 1201 | 838 | 998 | 642 | 987 | 798 |
| 1:00 | * | * | 809 | 851 | 800 | 796 | 936 | 832 | 989 | 904 | 1144 | 845 | 998 | 822 | 946 | 841 |
| 2:00 | * | * | 866 | 857 | 821 | 818 | 929 | 886 | 1020 | 942 | 1066 | 1043 | 902 | 969 | 934 | 919 |
| 3:00 | * | * | 1007 | 841 | 939 | 838 | 998 | 862 | 1110 | 890 | 1056 | 909 | 856 | 802 | 994 | 857 |
| 4:00 | * | * | 1119 | 878 | 1105 | 832 | 1174 | 896 | 1302 | 966 | 1019 | 904 | 760 | 938 | 1079 | 902 |
| 5:00 | * | * | 951 | 773 | 1047 | 837 | 1155 | 827 | 1202 | 854 | 865 | 817 | 617 | 660 | 972 | 794 |
| 6:00 | * | * | 674 | 624 | 816 | 660 | 822 | 766 | 1080 | 844 | 921 | 834 | 501 | 658 | 802 | 731 |
| 7:00 | * | * | 581 | 486 | 601 | 533 | 668 | 586 | 827 | 715 | 713 | 682 | 516 | 449 | 651 | 575 |
| 8:00 | * | * | 350 | 480 | 421 | 486 | 430 | 528 | 585 | 615 | 501 | 513 | 269 | 318 | 426 | 490 |
| 9:00 | * | * | 325 | 425 | 336 | 545 | 375 | 561 | 624 | 860 | 531 | 786 | 315 | 470 | 417 | 607 |
| 10:00 | * | * | 189 | 289 | 267 | 336 | 219 | 355 | 489 | 578 | 383 | 537 | 235 | 207 | 297 | 383 |
| 11:00 | * | * | 120 | 202 | 159 | 258 | 174 | 266 | 333 | 597 | 354 | 617 | 142 | 242 | 213 | 363 |
| TOTALS | * | * | 8589 | 8095 | 11986 | 11791 | 12867 | 12552 | 15040 | 13998 | 13672 | 13010 | 9452 | 9729 | 12394 | 12042 |

COMBINED TOTALS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12:00 AM | * | * | 140 | 221 | 223 | 494 | 510 | 317 |
| 1:00 | * | * | 93 | 188 | 136 | 374 | 443 | 246 |
| 2:00 | * | * | 91 | 123 | 145 | 262 | 218 | 167 |
| 3:00 | * | * | 54 | 47 | 67 | 96 | 71 | 66 |
| 4:00 | * | * | 90 | 96 | 91 | 103 | 56 | 87 |
| 5:00 | * | * | 213 | 223 | 226 | 153 | 81 | 178 |
| 6:00 | * | * | 649 | 635 | 648 | 301 | 154 | 477 |
| 7:00 | * | * | 1363 | 1342 | 1310 | 490 | 246 | 950 |
| 8:00 | * | * | 1365 | 1374 | 1422 | 814 | 379 | 1070 |
| 9:00 | * | * | 1124 | 1219 | 1263 | 1086 | 616 | 1061 |
| 10:00 | * | * | 1278 | 1368 | 1478 | 1559 | 849 | 1305 |
| 11:00 | * | 1331 | 1443 | 1577 | 1711 | 1871 | 1272 | 1534 |
| 12:00 PM | * | 1656 | 1623 | 1761 | 1992 | 2039 | 1640 | 1785 |
| 1:00 | * | 1660 | 1596 | 1768 | 1893 | 1989 | 1820 | 1787 |
| 2:00 | * | 1723 | 1639 | 1815 | 1962 | 2109 | 1871 | 1853 |
| 3:00 | * | 1848 | 1777 | 1860 | 2000 | 1965 | 1658 | 1851 |
| 4:00 | * | 1997 | 1937 | 2070 | 2268 | 1923 | 1698 | 1981 |
| 5:00 | * | 1724 | 1884 | 1982 | 2056 | 1682 | 1277 | 1766 |
| 6:00 | * | 1298 | 1476 | 1588 | 1924 | 1755 | 1159 | 1533 |
| 7:00 | * | 1067 | 1134 | 1254 | 1542 | 1395 | 965 | 1226 |
| 8:00 | * | 830 | 907 | 958 | 1200 | 1014 | 587 | 916 |
| 9:00 | * | 750 | 881 | 936 | 1484 | 1317 | 785 | 1024 |
| 10:00 | * | 478 | 603 | 574 | 1067 | 920 | 442 | 680 |
| 11:00 | * | 322 | 417 | 440 | 930 | 971 | 384 | 576 |
| TOTALS | * | 16684 | 23777 | 25419 | 29038 | 26682 | 19181 | 24436 |

SITE CODE : 00000002 PIONEER VALLEY PLANNING COMMISSION PAGE: 1
Location : WEST SPRINGFIELD, ROUTE 5 FILE: 7715
Location2 : N/O EAST ELM
Operator : TZ,BM,JP DATE: 11/26/90

| TIME | MONDAY 26 | | TUESDAY 27 | | WEDNESDAY 28 | | THURSDAY 29 | | FRIDAY 30 | | SATURDAY 1 | | SUNDAY 2 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | * | * | 56 | 70 | 57 | 70 | 72 | 111 | 74 | 102 | 168 | 277 | 176 | 302 | 100 | 155 |
| 1:00 | * | * | 29 | 48 | 34 | 35 | 40 | 125 | 55 | 66 | 70 | 273 | 109 | 267 | 56 | 135 |
| 2:00 | * | * | 28 | 40 | 31 | 46 | 35 | 69 | 41 | 71 | 91 | 138 | 80 | 134 | 51 | 83 |
| 3:00 | * | * | 22 | 27 | 21 | 30 | 20 | 20 | 25 | 36 | 32 | 59 | 24 | 37 | 24 | 34 |
| 4:00 | * | * | 36 | 42 | 32 | 39 | 37 | 47 | 34 | 42 | 45 | 43 | 22 | 29 | 34 | 40 |
| 5:00 | * | * | 75 | 86 | 65 | 96 | 79 | 89 | 73 | 88 | 59 | 49 | 28 | 33 | 63 | 73 |
| 6:00 | * | * | 176 | 229 | 195 | 228 | 182 | 219 | 184 | 218 | 98 | 115 | 62 | 53 | 149 | 177 |
| 7:00 | * | * | 422 | 397 | 420 | 398 | 450 | 399 | 448 | 359 | 180 | 186 | 97 | 75 | 336 | 302 |
| 8:00 | * | * | 519 | 402 | 507 | 450 | 500 | 481 | 557 | 463 | 389 | 277 | 143 | 159 | 435 | 372 |
| 9:00 | * | * | 564 | 431 | 584 | 392 | 610 | 427 | 641 | 458 | 507 | 420 | 244 | 254 | 525 | 397 |
| 10:00 | * | * | 692 | 506 | 693 | 484 | 706 | 507 | 807 | 568 | 751 | 579 | 327 | 335 | 662 | 496 |
| 11:00 | * | * | 726 | 629 | 740 | 566 | 804 | 598 | 881 | 641 | 1049 | 673 | 629 | 428 | 804 | 589 |
| 12:00 PM | * | * | 875 | 692 | 816 | 732 | 898 | 769 | 1044 | 874 | 1105 | 761 | 902 | 545 | 940 | 728 |
| 1:00 | * | * | 780 | 774 | 771 | 705 | 836 | 740 | 908 | 840 | 1078 | 782 | 905 | 729 | 879 | 761 |
| 2:00 | * | * | 719 | 705 | 721 | 748 | 794 | 758 | 887 | 827 | 992 | 948 | 870 | 887 | 830 | 812 |
| 3:00 | * | * | 823 | 703 | 741 | 729 | 823 | 719 | 913 | 752 | 947 | 837 | 799 | 728 | 841 | 744 |
| 4:00 | * | * | 913 | 756 | 859 | 727 | 926 | 797 | 1045 | 838 | 923 | 870 | 689 | 837 | 892 | 804 |
| 5:00 | 831 | 652 | 760 | 642 | 843 | 722 | 962 | 752 | 1039 | 748 | 815 | 740 | 500 | 598 | 821 | 693 |
| 6:00 | 653 | 516 | 566 | 568 | 706 | 560 | 708 | 678 | 938 | 748 | 847 | 755 | 438 | 614 | 693 | 634 |
| 7:00 | 520 | 459 | 504 | 445 | 558 | 468 | 617 | 529 | 795 | 696 | 698 | 641 | 450 | 384 | 591 | 517 |
| 8:00 | 313 | 415 | 298 | 454 | 343 | 439 | 375 | 495 | 514 | 585 | 446 | 478 | 211 | 258 | 357 | 446 |
| 9:00 | 246 | 439 | 253 | 398 | 274 | 503 | 288 | 519 | 569 | 864 | 533 | 771 | 254 | 438 | 345 | 561 |
| 10:00 | 173 | 210 | 147 | 252 | 195 | 274 | 150 | 311 | 397 | 541 | 299 | 509 | 156 | 152 | 216 | 321 |
| 11:00 | 83 | 190 | 90 | 192 | 106 | 244 | 125 | 258 | 262 | 578 | 295 | 591 | 102 | 241 | 151 | 327 |
| TOTALS | 2819 | 2881 | 10073 | 9488 | 10312 | 9685 | 11037 | 10417 | 13131 | 12003 | 12417 | 11772 | 8217 | 8517 | 10795 | 10201 |

COMBINED TOTALS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 12:00 AM | * | 126 | 127 | 183 | 176 | 445 | 478 | 255 |
| 1:00 | * | 77 | 69 | 165 | 121 | 343 | 376 | 191 |
| 2:00 | * | 68 | 77 | 104 | 112 | 229 | 214 | 134 |
| 3:00 | * | 49 | 51 | 40 | 61 | 91 | 61 | 58 |
| 4:00 | * | 78 | 71 | 84 | 76 | 88 | 51 | 74 |
| 5:00 | * | 161 | 161 | 168 | 161 | 108 | 61 | 136 |
| 6:00 | * | 405 | 423 | 401 | 402 | 213 | 115 | 326 |
| 7:00 | * | 819 | 818 | 849 | 807 | 366 | 172 | 638 |
| 8:00 | * | 921 | 957 | 981 | 1020 | 666 | 302 | 807 |
| 9:00 | * | 995 | 976 | 1037 | 1099 | 927 | 498 | 922 |
| 10:00 | * | 1198 | 1177 | 1213 | 1375 | 1330 | 662 | 1158 |
| 11:00 | * | 1355 | 1306 | 1402 | 1522 | 1722 | 1057 | 1393 |
| 12:00 PM | * | 1567 | 1548 | 1667 | 1918 | 1866 | 1447 | 1668 |
| 1:00 | * | 1554 | 1476 | 1576 | 1748 | 1860 | 1634 | 1640 |
| 2:00 | * | 1424 | 1469 | 1552 | 1714 | 1940 | 1757 | 1642 |
| 3:00 | * | 1526 | 1470 | 1542 | 1665 | 1784 | 1527 | 1585 |
| 4:00 | * | 1669 | 1586 | 1723 | 1883 | 1793 | 1526 | 1696 |
| 5:00 | 1483 | 1402 | 1565 | 1714 | 1787 | 1555 | 1098 | 1514 |
| 6:00 | 1169 | 1134 | 1266 | 1386 | 1686 | 1602 | 1052 | 1327 |
| 7:00 | 979 | 949 | 1026 | 1146 | 1491 | 1339 | 834 | 1108 |
| 8:00 | 728 | 752 | 782 | 870 | 1099 | 924 | 469 | 803 |
| 9:00 | 685 | 651 | 777 | 807 | 1433 | 1304 | 692 | 906 |
| 10:00 | 383 | 399 | 469 | 461 | 938 | 808 | 308 | 537 |
| 11:00 | 273 | 282 | 350 | 383 | 840 | 886 | 343 | 478 |
| TOTALS | 5700 | 19561 | 19997 | 21454 | 25134 | 24189 | 16734 | 20996 |

SITE CODE : 00000003
Location : WEST SPRINGFIELD, ROUTE 5
Location2 : S/O MORGAN
Operator : TZ,BM,JP

PIONEER VALLEY PLANNING COMMISSION


FILE: 7717

DATE: 11/26/90

| TIME | MONDAY 26 | | TUESDAY 27 | | WEDNESDAY 28 | | THURSDAY 29 | | FRIDAY 30 | | SATURDAY 1 | | SUNDAY 2 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 82 | 269 | 50 | 222 | 86 | 250 | 165 | 327 | 84 | 304 | 135 | 537 | 225 | 729 | 118 | 376 |
| 1:00 | 36 | 82 | 30 | 86 | 49 | 104 | 104 | 163 | 32 | 128 | 62 | 235 | 138 | 319 | 64 | 159 |
| 2:00 | 20 | 42 | 18 | 55 | 29 | 43 | 49 | 142 | 24 | 61 | 53 | 197 | 89 | 288 | 40 | 118 |
| 3:00 | 28 | 42 | 22 | 41 | 30 | 50 | 47 | 69 | 23 | 50 | 28 | 92 | 71 | 98 | 35 | 63 |
| 4:00 | 13 | 26 | 15 | 27 | 14 | 34 | 32 | 30 | 9 | 37 | 11 | 45 | 16 | 47 | 15 | 35 |
| 5:00 | 23 | 43 | 19 | 43 | 22 | 48 | 44 | 59 | 11 | 47 | 9 | 25 | 12 | 38 | 20 | 43 |
| 6:00 | 54 | 137 | 38 | 114 | 43 | 133 | 89 | 129 | 34 | 108 | 14 | 49 | 12 | 38 | 40 | 101 |
| 7:00 | 118 | 332 | 119 | 329 | 190 | 361 | 237 | 366 | 99 | 312 | 31 | 111 | 32 | 74 | 118 | 269 |
| 8:00 | 326 | 667 | 327 | 607 | 481 | 675 | 542 | 690 | 297 | 570 | 94 | 251 | 85 | 125 | 307 | 512 |
| 9:00 | 506 | 786 | 462 | 689 | 589 | 725 | 562 | 776 | 475 | 758 | 317 | 463 | 170 | 254 | 440 | 635 |
| 10:00 | 702 | 793 | 546 | 715 | 720 | 632 | 694 | 716 | 648 | 749 | 574 | 733 | 290 | 426 | 596 | 680 |
| 11:00 | 859 | 869 | 588 | 810 | 853 | 783 | 778 | 844 | 845 | 937 | 855 | 938 | 423 | 529 | 743 | 815 |
| 12:00 PM | 991 | 1027 | 692 | 982 | 963 | 967 | 840 | 1007 | 1005 | 1123 | 1196 | 1120 | 818 | 667 | 929 | 984 |
| 1:00 | 1140 | 1193 | 864 | 1104 | 1064 | 1125 | 931 | 1168 | 1175 | 1321 | 1276 | 1213 | 1029 | 899 | 1068 | 1146 |
| 2:00 | 1103 | 1136 | 835 | 1143 | 1057 | 1121 | 905 | 1145 | 1069 | 1276 | 1225 | 1169 | 1040 | 1145 | 1033 | 1162 |
| 3:00 | 963 | 1123 | 721 | 1065 | 976 | 1142 | 831 | 1201 | 894 | 1264 | 1118 | 1365 | 1062 | 1309 | 937 | 1209 |
| 4:00 | 907 | 1133 | 785 | 1159 | 1006 | 1173 | 838 | 1165 | 759 | 1193 | 976 | 1201 | 851 | 1101 | 874 | 1160 |
| 5:00 | 859 | 1088 | 882 | 1168 | 1111 | 1166 | 840 | 1273 | 781 | 1250 | 907 | 1303 | 671 | 1212 | 864 | 1208 |
| 6:00 | 715 | 996 | 724 | 985 | 1088 | 1120 | 812 | 1132 | 582 | 1102 | 662 | 1055 | 476 | 874 | 722 | 1037 |
| 7:00 | 462 | 747 | 530 | 862 | 884 | 865 | 576 | 943 | 469 | 995 | 664 | 1078 | 388 | 914 | 567 | 914 |
| 8:00 | 358 | 646 | 464 | 688 | 719 | 754 | 463 | 760 | 341 | 837 | 516 | 909 | 379 | 572 | 462 | 738 |
| 9:00 | 199 | 572 | 283 | 644 | 452 | 704 | 260 | 687 | 220 | 786 | 331 | 656 | 182 | 376 | 275 | 632 |
| 10:00 | 148 | 534 | 253 | 621 | 402 | 795 | 225 | 688 | 250 | 903 | 445 | 999 | 239 | 557 | 280 | 728 |
| 11:00 | 91 | 286 | 138 | 367 | 279 | 433 | 101 | 429 | 192 | 610 | 224 | 655 | 119 | 236 | 163 | 430 |
| TOTALS | 10703 | 14569 | 9405 | 14526 | 13107 | 15203 | 10965 | 15909 | 10318 | 16721 | 11723 | 16399 | 8817 | 12827 | 10710 | 15154 |

COMBINED TOTALS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 351 | 272 | 336 | 492 | 388 | 672 | 954 | 494 |
| 1:00 | 118 | 116 | 153 | 267 | 160 | 297 | 457 | 223 |
| 2:00 | 62 | 73 | 72 | 191 | 85 | 250 | 377 | 158 |
| 3:00 | 70 | 63 | 80 | 116 | 73 | 120 | 169 | 98 |
| 4:00 | 39 | 42 | 48 | 62 | 46 | 56 | 63 | 50 |
| 5:00 | 66 | 62 | 70 | 103 | 58 | 34 | 50 | 63 |
| 6:00 | 191 | 152 | 176 | 218 | 142 | 63 | 50 | 141 |
| 7:00 | 450 | 448 | 551 | 603 | 411 | 142 | 106 | 387 |
| 8:00 | 993 | 934 | 1156 | 1232 | 867 | 345 | 210 | 819 |
| 9:00 | 1292 | 1151 | 1314 | 1338 | 1233 | 780 | 424 | 1075 |
| 10:00 | 1495 | 1261 | 1352 | 1410 | 1397 | 1307 | 716 | 1276 |
| 11:00 | 1728 | 1398 | 1636 | 1622 | 1782 | 1793 | 952 | 1558 |
| 12:00 PM | 2018 | 1674 | 1930 | 1847 | 2128 | 2316 | 1485 | 1913 |
| 1:00 | 2333 | 1968 | 2189 | 2099 | 2496 | 2489 | 1928 | 2214 |
| 2:00 | 2239 | 1978 | 2178 | 2050 | 2345 | 2394 | 2185 | 2195 |
| 3:00 | 2086 | 1786 | 2118 | 2032 | 2158 | 2483 | 2371 | 2146 |
| 4:00 | 2040 | 1944 | 2179 | 2003 | 1952 | 2177 | 1952 | 2034 |
| 5:00 | 1947 | 2050 | 2277 | 2113 | 2031 | 2210 | 1883 | 2072 |
| 6:00 | 1711 | 1709 | 2208 | 1944 | 1684 | 1717 | 1350 | 1759 |
| 7:00 | 1209 | 1392 | 1749 | 1519 | 1464 | 1742 | 1302 | 1481 |
| 8:00 | 1004 | 1152 | 1473 | 1223 | 1178 | 1425 | 951 | 1200 |
| 9:00 | 771 | 927 | 1156 | 947 | 1006 | 987 | 558 | 907 |
| 10:00 | 682 | 874 | 1197 | 913 | 1153 | 1444 | 796 | 1008 |
| 11:00 | 377 | 505 | 712 | 530 | 802 | 879 | 355 | 593 |
| TOTALS | 25272 | 23931 | 28310 | 26874 | 27039 | 28122 | 21644 | 25864 |

SITE CODE : 00000004 PIONEER VALLEY PLANNING COMMISSION PAGE: 2
Location : WEST SPRINGFIELD, ROUTE 5 FILE: 7714
Location2 : S/O I-91
Operator : TZ,BM,JP DATE: 11/26/90

| TIME | MONDAY 26 | | TUESDAY 27 | | WEDNESDAY 28 | | THURSDAY 29 | | FRIDAY 30 | | SATURDAY 1 | | SUNDAY 2 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 226 | 108 | 179 | 64 | 254 | 116 | 276 | 293 | 240 | 117 | 520 | 173 | 578 | 253 | 324 | 160 |
| 1:00 | 83 | 41 | 85 | 48 | 102 | 64 | 154 | 155 | 127 | 76 | 254 | 89 | 312 | 135 | 159 | 86 |
| 2:00 | 49 | 34 | 46 | 26 | 44 | 31 | 101 | 70 | 61 | 27 | 182 | 47 | 284 | 87 | 109 | 46 |
| 3:00 | 43 | 27 | 45 | 43 | 41 | 41 | 65 | 75 | 78 | 32 | 112 | 47 | 153 | 43 | 76 | 44 |
| 4:00 | 28 | 12 | 39 | 17 | 45 | 23 | 60 | 48 | 43 | 16 | 54 | 27 | 50 | 30 | 45 | 24 |
| 5:00 | 60 | 49 | 62 | 46 | 44 | 35 | 72 | 65 | 41 | 32 | 43 | 31 | 29 | 25 | 50 | 40 |
| 6:00 | 164 | 126 | 135 | 83 | 153 | 121 | 170 | 143 | 148 | 80 | 85 | 51 | 55 | 27 | 130 | 90 |
| 7:00 | 441 | 327 | 449 | 265 | 536 | 343 | 539 | 430 | 403 | 221 | 163 | 84 | 126 | 45 | 379 | 245 |
| 8:00 | 1022 | 587 | 1027 | 473 | 1168 | 650 | 1207 | 747 | 990 | 476 | 345 | 182 | 231 | 96 | 855 | 458 |
| 9:00 | 965 | 754 | 988 | 659 | 1046 | 812 | 1033 | 893 | 1047 | 694 | 657 | 432 | 372 | 268 | 872 | 644 |
| 10:00 | 1032 | 883 | 1005 | 749 | 1001 | 868 | 1045 | 912 | 1079 | 851 | 1007 | 831 | 473 | 487 | 948 | 797 |
| 11:00 | 1150 | 1047 | 1163 | 849 | 1125 | 1084 | 1141 | 961 | 1335 | 1084 | 1324 | 1221 | 691 | 617 | 1132 | 980 |
| 12:00 PM | 1344 | 1391 | 1230 | 1059 | 1308 | 1426 | 1318 | 1194 | 1475 | 1447 | 1609 | 1579 | 998 | 1073 | 1326 | 1309 |
| 1:00 | 1560 | 1525 | 1435 | 1224 | 1453 | 1509 | 1530 | 1338 | 1773 | 1627 | 1808 | 1719 | 1422 | 1382 | 1568 | 1474 |
| 2:00 | 1554 | 1372 | 1508 | 1083 | 1492 | 1503 | 1521 | 1192 | 1701 | 1430 | 1823 | 1647 | 1555 | 1478 | 1593 | 1386 |
| 3:00 | 1524 | 1402 | 1347 | 1013 | 1502 | 1521 | 1503 | 1277 | 1720 | 1434 | 1923 | 1664 | 1673 | 1478 | 1598 | 1398 |
| 4:00 | 1556 | 1485 | 1471 | 1199 | 1498 | 1605 | 1593 | 1308 | 1720 | 1430 | 1776 | 1571 | 1553 | 1271 | 1595 | 1409 |
| 5:00 | 1655 | 1303 | 1624 | 1234 | 1602 | 1641 | 1652 | 1333 | 1761 | 1265 | 1695 | 1397 | 1377 | 1140 | 1623 | 1330 |
| 6:00 | 1458 | 1115 | 1361 | 1178 | 1547 | 1572 | 1621 | 1236 | 1605 | 1073 | 1492 | 1106 | 995 | 828 | 1439 | 1158 |
| 7:00 | 1186 | 778 | 1204 | 887 | 1331 | 1290 | 1343 | 956 | 1362 | 853 | 1458 | 1080 | 825 | 659 | 1244 | 929 |
| 8:00 | 879 | 586 | 967 | 719 | 1004 | 1069 | 1107 | 778 | 1189 | 672 | 1138 | 902 | 646 | 478 | 990 | 743 |
| 9:00 | 660 | 444 | 708 | 615 | 848 | 800 | 779 | 528 | 919 | 504 | 797 | 581 | 450 | 298 | 737 | 538 |
| 10:00 | 478 | 314 | 525 | 393 | 701 | 726 | 610 | 425 | 816 | 448 | 874 | 577 | 503 | 234 | 643 | 445 |
| 11:00 | 292 | 178 | 361 | 270 | 421 | 477 | 370 | 249 | 555 | 301 | 589 | 333 | 274 | 142 | 408 | 278 |
| TOTALS | 19409 | 15888 | 18964 | 14196 | 20266 | 19327 | 20810 | 16606 | 22188 | 16190 | 21728 | 17371 | 15625 | 12574 | 19843 | 16011 |

COMBINED TOTALS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 334 | 243 | 370 | 569 | 357 | 693 | 831 | 484 |
| 1:00 | 124 | 133 | 166 | 309 | 203 | 343 | 447 | 245 |
| 2:00 | 83 | 72 | 75 | 171 | 88 | 229 | 371 | 155 |
| 3:00 | 70 | 88 | 82 | 140 | 110 | 159 | 196 | 120 |
| 4:00 | 40 | 56 | 68 | 108 | 59 | 81 | 80 | 69 |
| 5:00 | 109 | 108 | 79 | 137 | 73 | 74 | 54 | 90 |
| 6:00 | 290 | 218 | 274 | 313 | 228 | 136 | 82 | 220 |
| 7:00 | 768 | 714 | 879 | 969 | 624 | 247 | 171 | 624 |
| 8:00 | 1609 | 1500 | 1818 | 1954 | 1466 | 527 | 327 | 1313 |
| 9:00 | 1719 | 1647 | 1858 | 1926 | 1741 | 1089 | 640 | 1516 |
| 10:00 | 1915 | 1754 | 1869 | 1957 | 1930 | 1838 | 960 | 1745 |
| 11:00 | 2197 | 2012 | 2209 | 2102 | 2419 | 2545 | 1308 | 2112 |
| 12:00 PM | 2735 | 2289 | 2734 | 2512 | 2922 | 3188 | 2071 | 2635 |
| 1:00 | 3085 | 2659 | 2962 | 2868 | 3400 | 3527 | 2804 | 3042 |
| 2:00 | 2926 | 2591 | 2995 | 2713 | 3131 | 3470 | 3033 | 2979 |
| 3:00 | 2926 | 2360 | 3023 | 2780 | 3154 | 3587 | 3151 | 2996 |
| 4:00 | 3041 | 2670 | 3103 | 2901 | 3150 | 3347 | 2824 | 3004 |
| 5:00 | 2958 | 2858 | 3243 | 2985 | 3026 | 3092 | 2517 | 2953 |
| 6:00 | 2573 | 2539 | 3119 | 2857 | 2678 | 2598 | 1823 | 2597 |
| 7:00 | 1964 | 2091 | 2621 | 2299 | 2215 | 2538 | 1484 | 2173 |
| 8:00 | 1465 | 1686 | 2073 | 1885 | 1861 | 2040 | 1124 | 1733 |
| 9:00 | 1104 | 1323 | 1648 | 1307 | 1423 | 1378 | 748 | 1275 |
| 10:00 | 792 | 918 | 1427 | 1035 | 1264 | 1451 | 737 | 1088 |
| 11:00 | 470 | 631 | 898 | 619 | 856 | 922 | 416 | 686 |
| TOTALS | 35297 | 33160 | 39593 | 37416 | 38378 | 39099 | 28199 | 35854 |

SITE CODE : 00000004
Location : W. SPRINGFIELD, RTE. 5
Location2 : N/O WAYSIDE AVE.
Operator : TZ,BM

PIONEER VALLEY PLANNING COMMISSION


FILE: 7719

DATE: 12/10/90

| TIME | MONDAY 10 | | TUESDAY 11 | | WEDNESDAY 12 | | THURSDAY 13 | | FRIDAY 14 | | SATURDAY 15 | | SUNDAY 16 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 50 | 25 | 64 | 26 | 84 | 64 | 65 | 28 | * | * | * | * | * | * | 65 | 35 |
| 1:00 | 37 | 26 | 29 | 16 | 50 | 23 | 43 | 18 | * | * | * | * | * | * | 39 | 20 |
| 2:00 | 40 | 15 | 37 | 14 | 33 | 35 | 51 | 13 | * | * | * | * | * | * | 40 | 19 |
| 3:00 | 22 | 15 | 19 | 12 | 23 | 22 | 30 | 14 | * | * | * | * | * | * | 23 | 15 |
| 4:00 | 28 | 31 | 9 | 18 | 32 | 17 | 24 | 31 | * | * | * | * | * | * | 23 | 24 |
| 5:00 | 141 | 67 | 80 | 15 | 141 | 70 | 140 | 61 | * | * | * | * | * | * | 125 | 53 |
| 6:00 | 371 | 194 | 220 | 72 | 373 | 167 | 381 | 206 | * | * | * | * | * | * | 336 | 159 |
| 7:00 | 609 | 325 | 487 | 176 | 671 | 365 | 665 | 379 | * | * | * | * | * | * | 608 | 311 |
| 8:00 | 644 | 435 | 650 | 358 | 668 | 475 | 699 | 450 | * | * | * | * | * | * | 665 | 429 |
| 9:00 | 691 | 544 | 679 | 465 | 699 | 567 | 670 | 537 | * | * | * | * | * | * | 684 | 528 |
| 10:00 | 824 | 704 | 787 | 572 | 797 | 669 | 744 | 622 | * | * | * | * | * | * | 788 | 641 |
| 11:00 | 861 | 883 | 812 | 794 | 828 | 849 | * | * | * | * | * | * | * | * | 833 | 842 |
| 12:00 PM | 891 | 939 | 909 | 895 | 936 | 904 | * | * | * | * | * | * | * | * | 912 | 912 |
| 1:00 | 912 | 897 | 941 | 828 | 908 | 924 | * | * | * | * | * | * | * | * | 920 | 883 |
| 2:00 | 940 | 938 | 915 | 886 | 909 | 933 | * | * | * | * | * | * | * | * | 921 | 919 |
| 3:00 | 933 | 976 | 950 | 883 | 1000 | 1004 | * | * | * | * | * | * | * | * | 961 | 954 |
| 4:00 | 922 | 947 | 966 | 865 | 1017 | 989 | * | * | * | * | * | * | * | * | 968 | 933 |
| 5:00 | 917 | 824 | 932 | 750 | 971 | 916 | * | * | * | * | * | * | * | * | 940 | 830 |
| 6:00 | 698 | 548 | 728 | 486 | 783 | 632 | * | * | * | * | * | * | * | * | 736 | 555 |
| 7:00 | 494 | 467 | 514 | 441 | 551 | 559 | * | * | * | * | * | * | * | * | 519 | 489 |
| 8:00 | 320 | 317 | 391 | 382 | 437 | 403 | * | * | * | * | * | * | * | * | 382 | 367 |
| 9:00 | 242 | 233 | 279 | 288 | 314 | 362 | * | * | * | * | * | * | * | * | 278 | 294 |
| 10:00 | 143 | 126 | 205 | 182 | 193 | 183 | * | * | * | * | * | * | * | * | 180 | 163 |
| 11:00 | 105 | 33 | 156 | 73 | 143 | 67 | * | * | * | * | * | * | * | * | 134 | 57 |
| TOTALS | 11835 | 10509 | 11759 | 9497 | 12561 | 11199 | 3512 | 2359 | * | * | * | * | * | * | 12080 | 10432 |

COMBINED TOTALS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 12:00 AM | 75 | 90 | 148 | 93 | * | * | * | 100 |
| 1:00 | 63 | 45 | 73 | 61 | * | * | * | 59 |
| 2:00 | 55 | 51 | 68 | 64 | * | * | * | 59 |
| 3:00 | 37 | 31 | 45 | 44 | * | * | * | 38 |
| 4:00 | 59 | 27 | 49 | 55 | * | * | * | 47 |
| 5:00 | 208 | 95 | 211 | 201 | * | * | * | 178 |
| 6:00 | 565 | 292 | 540 | 587 | * | * | * | 495 |
| 7:00 | 934 | 663 | 1036 | 1044 | * | * | * | 919 |
| 8:00 | 1079 | 1008 | 1143 | 1149 | * | * | * | 1094 |
| 9:00 | 1235 | 1144 | 1266 | 1207 | * | * | * | 1212 |
| 10:00 | 1528 | 1359 | 1466 | 1366 | * | * | * | 1429 |
| 11:00 | 1744 | 1606 | 1677 | * | * | * | * | 1675 |
| 12:00 PM | 1830 | 1804 | 1840 | * | * | * | * | 1824 |
| 1:00 | 1809 | 1769 | 1832 | * | * | * | * | 1803 |
| 2:00 | 1878 | 1801 | 1842 | * | * | * | * | 1840 |
| 3:00 | 1909 | 1833 | 2004 | * | * | * | * | 1915 |
| 4:00 | 1869 | 1831 | 2006 | * | * | * | * | 1901 |
| 5:00 | 1741 | 1682 | 1887 | * | * | * | * | 1770 |
| 6:00 | 1246 | 1214 | 1415 | * | * | * | * | 1291 |
| 7:00 | 961 | 955 | 1110 | * | * | * | * | 1008 |
| 8:00 | 637 | 773 | 840 | * | * | * | * | 749 |
| 9:00 | 475 | 567 | 676 | * | * | * | * | 572 |
| 10:00 | 269 | 387 | 376 | * | * | * | * | 343 |
| 11:00 | 138 | 229 | 210 | * | * | * | * | 191 |
| TOTALS | 22344 | 21256 | 23760 | 5871 | * | * | * | 22512 |

SITE CODE : 00000006 PIONEER VALLEY PLANNING COMMISSION PAGE: 2
Location : W. SPRINGFIELD, RTE. 5 FILE: 7724
Location2 : S/O I-90
Operator : TZ,BM DATE: 12/10/90

| TIME | MONDAY 10 | | TUESDAY 11 | | WEDNESDAY 12 | | THURSDAY 13 | | FRIDAY 14 | | SATURDAY 15 | | SUNDAY 16 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 34 | 54 | 44 | 72 | 70 | 75 | 51 | 67 | * | * | * | * | * | * | 49 | 67 |
| 1:00 | 38 | 40 | 22 | 24 | 33 | 26 | 38 | 29 | * | * | * | * | * | * | 32 | 29 |
| 2:00 | 26 | 19 | 22 | 50 | 18 | 57 | 39 | 53 | * | * | * | * | * | * | 26 | 44 |
| 3:00 | 13 | 34 | 10 | 26 | 16 | 27 | 17 | 21 | * | * | * | * | * | * | 14 | 27 |
| 4:00 | 43 | 42 | 19 | 46 | 35 | 36 | 20 | 58 | * | * | * | * | * | * | 29 | 45 |
| 5:00 | 109 | 128 | 73 | 130 | 117 | 130 | 118 | 119 | * | * | * | * | * | * | 104 | 126 |
| 6:00 | 362 | 271 | 272 | 270 | 344 | 275 | 366 | 278 | * | * | * | * | * | * | 336 | 273 |
| 7:00 | 542 | 538 | 379 | 544 | 594 | 551 | 561 | 501 | * | * | * | * | * | * | 519 | 533 |
| 8:00 | 658 | 518 | 641 | 511 | 667 | 552 | 695 | 509 | * | * | * | * | * | * | 665 | 522 |
| 9:00 | 642 | 517 | 601 | 534 | 641 | 573 | 643 | 490 | * | * | * | * | * | * | 631 | 528 |
| 10:00 | 812 | 675 | 760 | 668 | 777 | 665 | * | * | * | * | * | * | * | * | 783 | 669 |
| 11:00 | 803 | 857 | 774 | 812 | 786 | 816 | * | * | * | * | * | * | * | * | 787 | 828 |
| 12:00 PM | 830 | 929 | 862 | 894 | 826 | 901 | * | * | * | * | * | * | * | * | 839 | 908 |
| 1:00 | 847 | 883 | 899 | 890 | 854 | 915 | * | * | * | * | * | * | * | * | 866 | 896 |
| 2:00 | 920 | 975 | 882 | 959 | 882 | 940 | * | * | * | * | * | * | * | * | 894 | 958 |
| 3:00 | 882 | 1049 | 927 | 989 | 969 | 1041 | * | * | * | * | * | * | * | * | 926 | 1026 |
| 4:00 | 919 | 998 | 983 | 1075 | 981 | 1079 | * | * | * | * | * | * | * | * | 961 | 1050 |
| 5:00 | 849 | 874 | 829 | 946 | 942 | 1076 | * | * | * | * | * | * | * | * | 873 | 965 |
| 6:00 | 645 | 677 | 653 | 741 | 742 | 815 | * | * | * | * | * | * | * | * | 680 | 744 |
| 7:00 | 464 | 600 | 470 | 618 | 501 | 693 | * | * | * | * | * | * | * | * | 478 | 637 |
| 8:00 | 314 | 510 | 365 | 515 | 399 | 563 | * | * | * | * | * | * | * | * | 359 | 529 |
| 9:00 | 193 | 402 | 269 | 414 | 270 | 496 | * | * | * | * | * | * | * | * | 244 | 437 |
| 10:00 | 134 | 233 | 165 | 256 | 156 | 316 | * | * | * | * | * | * | * | * | 151 | 268 |
| 11:00 | 75 | 130 | 128 | 121 | 102 | 140 | * | * | * | * | * | * | * | * | 101 | 130 |
| TOTALS | 11154 | 11953 | 11049 | 12105 | 11722 | 12758 | 2548 | 2125 | * | * | * | * | * | * | 11347 | 12239 |

COMBINED TOTALS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 88 | 116 | 145 | 118 | * | * | * | 116 |
| 1:00 | 78 | 46 | 59 | 67 | * | * | * | 61 |
| 2:00 | 45 | 72 | 75 | 92 | * | * | * | 70 |
| 3:00 | 47 | 36 | 43 | 38 | * | * | * | 41 |
| 4:00 | 85 | 65 | 71 | 78 | * | * | * | 74 |
| 5:00 | 237 | 203 | 247 | 237 | * | * | * | 230 |
| 6:00 | 633 | 542 | 619 | 644 | * | * | * | 609 |
| 7:00 | 1080 | 923 | 1145 | 1062 | * | * | * | 1052 |
| 8:00 | 1176 | 1152 | 1219 | 1204 | * | * | * | 1187 |
| 9:00 | 1159 | 1135 | 1214 | 1133 | * | * | * | 1159 |
| 10:00 | 1487 | 1428 | 1442 | * | * | * | * | 1452 |
| 11:00 | 1660 | 1586 | 1602 | * | * | * | * | 1615 |
| 12:00 PM | 1759 | 1756 | 1727 | * | * | * | * | 1747 |
| 1:00 | 1730 | 1789 | 1769 | * | * | * | * | 1762 |
| 2:00 | 1895 | 1841 | 1822 | * | * | * | * | 1852 |
| 3:00 | 1931 | 1916 | 2010 | * | * | * | * | 1952 |
| 4:00 | 1917 | 2058 | 2060 | * | * | * | * | 2011 |
| 5:00 | 1723 | 1775 | 2018 | * | * | * | * | 1838 |
| 6:00 | 1322 | 1394 | 1557 | * | * | * | * | 1424 |
| 7:00 | 1064 | 1088 | 1194 | * | * | * | * | 1115 |
| 8:00 | 824 | 880 | 962 | * | * | * | * | 888 |
| 9:00 | 595 | 683 | 766 | * | * | * | * | 681 |
| 10:00 | 367 | 421 | 472 | * | * | * | * | 419 |
| 11:00 | 205 | 249 | 242 | * | * | * | * | 231 |
| TOTALS | 23107 | 23154 | 24480 | 4673 | * | * | * | 23586 |

SITE CODE : 00000008
Location : HOLYOKE, RTE. 5
Location2 : N/O MAIN ST.
Operator : TZ,BM

PIONEER VALLEY PLANNING COMMISSION


FILE: 7721

DATE: 12/10/90

| TIME BEGIN | MONDAY 10 | | TUESDAY 11 | | WEDNESDAY 12 | | THURSDAY 13 | | FRIDAY 14 | | SATURDAY 15 | | SUNDAY 16 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 61 | 31 | 46 | 32 | 63 | 45 | 56 | 46 | * | * | * | * | * | * | 56 | 38 |
| 1:00 | 23 | 28 | 22 | 18 | 26 | 7 | 25 | 17 | * | * | * | * | * | * | 24 | 17 |
| 2:00 | 24 | 17 | 12 | 12 | 18 | 13 | 19 | 8 | * | * | * | * | * | * | 18 | 12 |
| 3:00 | 21 | 15 | 21 | 11 | 14 | 10 | 14 | 8 | * | * | * | * | * | * | 17 | 11 |
| 4:00 | 8 | 7 | 6 | 11 | 4 | 3 | 8 | 6 | * | * | * | * | * | * | 6 | 6 |
| 5:00 | 15 | 6 | 9 | 12 | 9 | 14 | 7 | 11 | * | * | * | * | * | * | 10 | 10 |
| 6:00 | 24 | 30 | 27 | 25 | 21 | 26 | 24 | 20 | * | * | * | * | * | * | 24 | 25 |
| 7:00 | 51 | 79 | 55 | 78 | 53 | 93 | 58 | 83 | * | * | * | * | * | * | 54 | 83 |
| 8:00 | 150 | 170 | 158 | 172 | 153 | 177 | 146 | 199 | * | * | * | * | * | * | 151 | 179 |
| 9:00 | 218 | 162 | 200 | 146 | 195 | 166 | 227 | 163 | * | * | * | * | * | * | 210 | 159 |
| 10:00 | 224 | 209 | 209 | 199 | 188 | 230 | * | * | * | * | * | * | * | * | 207 | 212 |
| 11:00 | 299 | 280 | 259 | 250 | 273 | 262 | * | * | * | * | * | * | * | * | 277 | 264 |
| 12:00 PM | 325 | 354 | 313 | 278 | 347 | 304 | * | * | * | * | * | * | * | * | 328 | 312 |
| 1:00 | 378 | 374 | 301 | 356 | 344 | 348 | * | * | * | * | * | * | * | * | 341 | 359 |
| 2:00 | 312 | 327 | 353 | 364 | 296 | 308 | * | * | * | * | * | * | * | * | 320 | 333 |
| 3:00 | 400 | 373 | 390 | 359 | 365 | 349 | * | * | * | * | * | * | * | * | 385 | 360 |
| 4:00 | 372 | 362 | 398 | 344 | 375 | 339 | * | * | * | * | * | * | * | * | 381 | 348 |
| 5:00 | 367 | 320 | 360 | 323 | 359 | 321 | * | * | * | * | * | * | * | * | 362 | 321 |
| 6:00 | 275 | 294 | 283 | 302 | 314 | 247 | * | * | * | * | * | * | * | * | 290 | 281 |
| 7:00 | 232 | 253 | 274 | 262 | 249 | 231 | * | * | * | * | * | * | * | * | 251 | 248 |
| 8:00 | 190 | 178 | 219 | 214 | 193 | 212 | * | * | * | * | * | * | * | * | 200 | 201 |
| 9:00 | 160 | 164 | 147 | 151 | 167 | 150 | * | * | * | * | * | * | * | * | 158 | 155 |
| 10:00 | 78 | 114 | 124 | 97 | 125 | 108 | * | * | * | * | * | * | * | * | 109 | 106 |
| 11:00 | 40 | 49 | 73 | 67 | 71 | 80 | * | * | * | * | * | * | * | * | 61 | 65 |
| TOTALS | 4247 | 4196 | 4259 | 4083 | 4222 | 4043 | 584 | 561 | * | * | * | * | * | * | 4240 | 4105 |

COMBINED TOTALS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 12:00 AM | 92 | 78 | 108 | 102 | * | * | * | 94 |
| 1:00 | 51 | 40 | 33 | 42 | * | * | * | 41 |
| 2:00 | 41 | 24 | 31 | 27 | * | * | * | 30 |
| 3:00 | 36 | 32 | 24 | 22 | * | * | * | 28 |
| 4:00 | 15 | 17 | 7 | 14 | * | * | * | 12 |
| 5:00 | 21 | 21 | 23 | 18 | * | * | * | 20 |
| 6:00 | 54 | 52 | 47 | 44 | * | * | * | 49 |
| 7:00 | 130 | 133 | 146 | 141 | * | * | * | 137 |
| 8:00 | 320 | 330 | 330 | 345 | * | * | * | 330 |
| 9:00 | 380 | 346 | 361 | 390 | * | * | * | 369 |
| 10:00 | 433 | 408 | 418 | * | * | * | * | 419 |
| 11:00 | 579 | 509 | 535 | * | * | * | * | 541 |
| 12:00 PM | 679 | 591 | 651 | * | * | * | * | 640 |
| 1:00 | 752 | 657 | 692 | * | * | * | * | 700 |
| 2:00 | 639 | 717 | 604 | * | * | * | * | 653 |
| 3:00 | 773 | 749 | 714 | * | * | * | * | 745 |
| 4:00 | 734 | 742 | 714 | * | * | * | * | 729 |
| 5:00 | 687 | 683 | 680 | * | * | * | * | 683 |
| 6:00 | 569 | 585 | 561 | * | * | * | * | 571 |
| 7:00 | 485 | 536 | 480 | * | * | * | * | 499 |
| 8:00 | 368 | 433 | 405 | * | * | * | * | 401 |
| 9:00 | 324 | 298 | 317 | * | * | * | * | 313 |
| 10:00 | 192 | 221 | 233 | * | * | * | * | 215 |
| 11:00 | 89 | 140 | 151 | * | * | * | * | 126 |
| TOTALS | 8443 | 8342 | 8265 | 1145 | * | * | * | 8345 |

SITE CODE : 00000002 PIONEER VALLEY PLANNING COMMISSION PAGE: 2
Location : HOLYOKE, ROUTE 5 FILE:
Location2 : N/O WHITING FARMS RD.
Operator : DATE: 4/29/91

| TIME | MONDAY 29 | | TUESDAY 30 | | WEDNESDAY 1 | | THURSDAY 2 | | FRIDAY 3 | | SATURDAY 4 | | SUNDAY 5 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 60 | 35 | 80 | 36 | 77 | 49 | * | * | * | * | * | * | * | * | 72 | 40 |
| 1:00 | 25 | 23 | 39 | 30 | 38 | 24 | * | * | * | * | * | * | * | * | 34 | 25 |
| 2:00 | 24 | 21 | 32 | 26 | 32 | 28 | * | * | * | * | * | * | * | * | 29 | 25 |
| 3:00 | 16 | 23 | 19 | 22 | 34 | 23 | * | * | * | * | * | * | * | * | 23 | 22 |
| 4:00 | 19 | 20 | 19 | 21 | 19 | 25 | * | * | * | * | * | * | * | * | 19 | 22 |
| 5:00 | 53 | 91 | 41 | 75 | 48 | 73 | * | * | * | * | * | * | * | * | 47 | 79 |
| 6:00 | 101 | 228 | 138 | 255 | 140 | 258 | * | * | * | * | * | * | * | * | 126 | 247 |
| 7:00 | 303 | 465 | 311 | 478 | 319 | 493 | * | * | * | * | * | * | * | * | 311 | 478 |
| 8:00 | 306 | 436 | 307 | 454 | 342 | 452 | * | * | * | * | * | * | * | * | 318 | 447 |
| 9:00 | 421 | 647 | 399 | 619 | 416 | 551 | * | * | * | * | * | * | * | * | 412 | 605 |
| 10:00 | 622 | 680 | 617 | 615 | 563 | 615 | * | * | * | * | * | * | * | * | 600 | 636 |
| 11:00 | 719 | 733 | 722 | 675 | 750 | 812 | * | * | * | * | * | * | * | * | 730 | 740 |
| 12:00 PM | 868 | 905 | 785 | 844 | 839 | 863 | * | * | * | * | * | * | * | * | 830 | 870 |
| 1:00 | 893 | 776 | 805 | 770 | 920 | 835 | * | * | * | * | * | * | * | * | 872 | 793 |
| 2:00 | 898 | 831 | 913 | 797 | * | * | * | * | * | * | * | * | * | * | 905 | 814 |
| 3:00 | 932 | 808 | 929 | 874 | * | * | * | * | * | * | * | * | * | * | 930 | 841 |
| 4:00 | 930 | 807 | 886 | 757 | * | * | * | * | * | * | * | * | * | * | 908 | 782 |
| 5:00 | 861 | 747 | 855 | 680 | * | * | * | * | * | * | * | * | * | * | 858 | 713 |
| 6:00 | 744 | 694 | 698 | 712 | * | * | * | * | * | * | * | * | * | * | 721 | 703 |
| 7:00 | 735 | 635 | 684 | 502 | * | * | * | * | * | * | * | * | * | * | 709 | 568 |
| 8:00 | 611 | 368 | 554 | 375 | * | * | * | * | * | * | * | * | * | * | 582 | 371 |
| 9:00 | 427 | 210 | 443 | 249 | * | * | * | * | * | * | * | * | * | * | 435 | 229 |
| 10:00 | 196 | 172 | 209 | 162 | * | * | * | * | * | * | * | * | * | * | 202 | 167 |
| 11:00 | 135 | 89 | 140 | 83 | * | * | * | * | * | * | * | * | * | * | 137 | 86 |
| TOTALS | 10899 | 10444 | 10625 | 10111 | 4537 | 5101 | * | * | * | * | * | * | * | * | 10810 | 10303 |

COMBINED TOTALS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 12:00 AM | 95 | 116 | 126 | * | * | * | * | 112 |
| 1:00 | 48 | 69 | 62 | * | * | * | * | 59 |
| 2:00 | 45 | 58 | 60 | * | * | * | * | 54 |
| 3:00 | 39 | 41 | 57 | * | * | * | * | 45 |
| 4:00 | 39 | 40 | 44 | * | * | * | * | 41 |
| 5:00 | 144 | 116 | 121 | * | * | * | * | 126 |
| 6:00 | 329 | 393 | 398 | * | * | * | * | 373 |
| 7:00 | 768 | 789 | 812 | * | * | * | * | 789 |
| 8:00 | 742 | 761 | 794 | * | * | * | * | 765 |
| 9:00 | 1068 | 1018 | 967 | * | * | * | * | 1017 |
| 10:00 | 1302 | 1232 | 1178 | * | * | * | * | 1236 |
| 11:00 | 1452 | 1397 | 1562 | * | * | * | * | 1470 |
| 12:00 PM | 1773 | 1629 | 1702 | * | * | * | * | 1700 |
| 1:00 | 1669 | 1575 | 1755 | * | * | * | * | 1665 |
| 2:00 | 1729 | 1710 | * | * | * | * | * | 1719 |
| 3:00 | 1740 | 1803 | * | * | * | * | * | 1771 |
| 4:00 | 1737 | 1643 | * | * | * | * | * | 1690 |
| 5:00 | 1608 | 1535 | * | * | * | * | * | 1571 |
| 6:00 | 1438 | 1410 | * | * | * | * | * | 1424 |
| 7:00 | 1370 | 1186 | * | * | * | * | * | 1277 |
| 8:00 | 979 | 929 | * | * | * | * | * | 953 |
| 9:00 | 637 | 692 | * | * | * | * | * | 664 |
| 10:00 | 368 | 371 | * | * | * | * | * | 369 |
| 11:00 | 224 | 223 | * | * | * | * | * | 223 |
| TOTALS | 21343 | 20736 | 9638 | * | * | * | * | 21113 |

SITE CODE : 00007725
Location : HOLYOKE, RTE. 5
Location2 : S/O MACINTOSH
Operator : TZ,BM

PIONEER VALLEY PLANNING COMMISSION

PAGE: 2
FILE: 7725

DATE: 12/17/90

| TIME | MONDAY 17 | | TUESDAY 18 | | WEDNESDAY 19 | | THURSDAY 20 | | FRIDAY 21 | | SATURDAY 22 | | SUNDAY 23 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 21 | 52 | 26 | 56 | 45 | 42 | 21 | 57 | 43 | 72 | * | * | * | * | 31 | 55 |
| 1:00 | 8 | 21 | 12 | 27 | 35 | 32 | 7 | 34 | 28 | 76 | * | * | * | * | 18 | 38 |
| 2:00 | 8 | 17 | 9 | 17 | 27 | 18 | 11 | 26 | 22 | 34 | * | * | * | * | 15 | 22 |
| 3:00 | 1 | 16 | 9 | 15 | 8 | 15 | 10 | 20 | 5 | 18 | * | * | * | * | 6 | 16 |
| 4:00 | 2 | 32 | 15 | 26 | 17 | 25 | 6 | 24 | 10 | 28 | * | * | * | * | 10 | 27 |
| 5:00 | 11 | 65 | 24 | 81 | 31 | 66 | 10 | 67 | 33 | 66 | * | * | * | * | 21 | 69 |
| 6:00 | 30 | 169 | 70 | 158 | 90 | 172 | 23 | 175 | 74 | 174 | * | * | * | * | 57 | 169 |
| 7:00 | 108 | 380 | 196 | 342 | 225 | 361 | 83 | 380 | 209 | 390 | * | * | * | * | 164 | 370 |
| 8:00 | 187 | 346 | 208 | 275 | 255 | 347 | 114 | 354 | * | * | * | * | * | * | 191 | 330 |
| 9:00 | 334 | 393 | 244 | 370 | 309 | 352 | 278 | 366 | * | * | * | * | * | * | 291 | 370 |
| 10:00 | 391 | 435 | 326 | 384 | 392 | 389 | 429 | 440 | * | * | * | * | * | * | 384 | 412 |
| 11:00 | 486 | 450 | 369 | 423 | 473 | 435 | 527 | 434 | * | * | * | * | * | * | 463 | 435 |
| 12:00 PM | 560 | 463 | 457 | 405 | 518 | 468 | 569 | 502 | * | * | * | * | * | * | 526 | 459 |
| 1:00 | 614 | 450 | 469 | 483 | 545 | 410 | 597 | 477 | * | * | * | * | * | * | 556 | 455 |
| 2:00 | 647 | 490 | 523 | 473 | 610 | 496 | 648 | 502 | * | * | * | * | * | * | 607 | 490 |
| 3:00 | 587 | 534 | 538 | 457 | 544 | 483 | 555 | 571 | * | * | * | * | * | * | 556 | 511 |
| 4:00 | 453 | 530 | 505 | 433 | 478 | 490 | 447 | 633 | * | * | * | * | * | * | 470 | 521 |
| 5:00 | 360 | 513 | 468 | 415 | 411 | 470 | 369 | 611 | * | * | * | * | * | * | 402 | 502 |
| 6:00 | 281 | 435 | 467 | 368 | 359 | 497 | 275 | 551 | * | * | * | * | * | * | 345 | 462 |
| 7:00 | 325 | 355 | 366 | 302 | 277 | 413 | 255 | 514 | * | * | * | * | * | * | 305 | 396 |
| 8:00 | 192 | 326 | 365 | 233 | 229 | 356 | 258 | 400 | * | * | * | * | * | * | 261 | 328 |
| 9:00 | 114 | 231 | 270 | 181 | 183 | 296 | 224 | 267 | * | * | * | * | * | * | 197 | 243 |
| 10:00 | 66 | 195 | 168 | 139 | 121 | 207 | 148 | 228 | * | * | * | * | * | * | 125 | 192 |
| 11:00 | 55 | 103 | 102 | 77 | 63 | 119 | 79 | 123 | * | * | * | * | * | * | 74 | 105 |
| TOTALS | 5841 | 7001 | 6206 | 6140 | 6245 | 6959 | 5943 | 7756 | 424 | 858 | * | * | * | * | 6075 | 6977 |

COMBINED TOTALS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 73 | 82 | 87 | 78 | 115 | * | * | 86 |
| 1:00 | 29 | 39 | 67 | 41 | 104 | * | * | 56 |
| 2:00 | 25 | 26 | 45 | 37 | 56 | * | * | 37 |
| 3:00 | 17 | 24 | 23 | 30 | 23 | * | * | 22 |
| 4:00 | 34 | 41 | 42 | 30 | 38 | * | * | 37 |
| 5:00 | 76 | 105 | 97 | 77 | 99 | * | * | 90 |
| 6:00 | 199 | 228 | 262 | 198 | 248 | * | * | 226 |
| 7:00 | 488 | 538 | 586 | 463 | 599 | * | * | 534 |
| 8:00 | 533 | 483 | 602 | 468 | * | * | * | 521 |
| 9:00 | 727 | 614 | 661 | 644 | * | * | * | 661 |
| 10:00 | 826 | 710 | 781 | 869 | * | * | * | 796 |
| 11:00 | 936 | 792 | 908 | 961 | * | * | * | 898 |
| 12:00 PM | 1023 | 862 | 986 | 1071 | * | * | * | 985 |
| 1:00 | 1064 | 952 | 955 | 1074 | * | * | * | 1011 |
| 2:00 | 1137 | 996 | 1106 | 1150 | * | * | * | 1097 |
| 3:00 | 1121 | 995 | 1027 | 1126 | * | * | * | 1067 |
| 4:00 | 983 | 938 | 968 | 1080 | * | * | * | 991 |
| 5:00 | 873 | 883 | 881 | 980 | * | * | * | 904 |
| 6:00 | 716 | 835 | 856 | 826 | * | * | * | 807 |
| 7:00 | 680 | 668 | 690 | 769 | * | * | * | 701 |
| 8:00 | 518 | 598 | 585 | 658 | * | * | * | 589 |
| 9:00 | 345 | 451 | 479 | 491 | * | * | * | 440 |
| 10:00 | 261 | 307 | 328 | 376 | * | * | * | 317 |
| 11:00 | 158 | 179 | 182 | 202 | * | * | * | 179 |
| TOTALS | 12842 | 12346 | 13204 | 13699 | 1282 | * | * | 13052 |

SITE CODE : 00007731 PIONEER VALLEY PLANNING COMMISSION PAGE: 1
Location : WEST SPRINGFIELD, I-91 FILE: 7731
Location2 : ON-RAMP FROM ROUTE 5 SB
Operator : TZ,JP DATE: 4/08/91

| TIME BEGIN | MONDAY 8 | TUESDAY 9 | WEDNESDAY 10 | THURSDAY 11 | FRIDAY 12 | WEEKDAY AVERAGE | SATURDAY 13 | SUNDAY 14 | WEEK AVERAGE |
|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | * | * | 56 | 52 | 47 | 51 | * | * | 51 |
| 1:00 | * | * | 21 | 23 | 9 | 17 | * | * | 17 |
| 2:00 | * | * | 17 | 15 | 15 | 15 | * | * | 15 |
| 3:00 | * | * | 12 | 13 | 10 | 11 | * | * | 11 |
| 4:00 | * | * | 16 | 11 | 9 | 12 | * | * | 12 |
| 5:00 | * | * | 63 | 40 | 29 | 44 | * | * | 44 |
| 6:00 | * | * | 173 | 129 | 77 | 126 | * | * | 126 |
| 7:00 | * | * | 300 | 274 | 224 | 266 | * | * | 266 |
| 8:00 | * | * | 325 | 315 | 327 | 322 | * | * | 322 |
| 9:00 | * | * | 222 | 240 | 258 | 240 | * | * | 240 |
| 10:00 | * | * | 288 | 257 | 280 | 275 | * | * | 275 |
| 11:00 | * | * | 303 | 277 | 343 | 307 | * | * | 307 |
| 12:00 PM | * | * | 315 | 312 | 183 | 270 | * | * | 270 |
| 1:00 | * | * | 292 | 336 | * | 314 | * | * | 314 |
| 2:00 | * | * | 326 | 337 | * | 331 | * | * | 331 |
| 3:00 | * | * | 422 | 422 | * | 422 | * | * | 422 |
| 4:00 | * | 448 | 431 | 422 | * | 433 | * | * | 433 |
| 5:00 | * | 488 | 429 | 471 | * | 462 | * | * | 462 |
| 6:00 | * | 335 | 309 | 335 | * | 326 | * | * | 326 |
| 7:00 | * | 263 | 286 | 256 | * | 268 | * | * | 268 |
| 8:00 | * | 240 | 263 | 242 | * | 248 | * | * | 248 |
| 9:00 | * | 235 | 221 | 207 | * | 221 | * | * | 221 |
| 10:00 | * | 121 | 156 | 120 | * | 132 | * | * | 132 |
| 11:00 | * | 101 | 91 | 62 | * | 84 | * | * | 84 |
| TOTALS | * | 2231 | 5337 | 5168 | 1811 | 5197 | * | * | 5197 |
| % AVG WKDAY | * | 42.9 | 102.7 | 99.4 | 34.8 | | | | |
| % AVG DAY | * | 42.9 | 102.7 | 99.4 | 34.8 | | * | * | |
| AM PEAK HR | * | * | 8:00 | 8:00 | 11:00 | 8:00 | * | * | 8:00 |
| VOLUME | * | * | 325 | 315 | 343 | 322 | * | * | 322 |
| PM PEAK HR | * | 5:00 | 4:00 | 5:00 | 12:00 | 5:00 | * | * | 5:00 |
| VOLUME | * | 488 | 431 | 471 | 183 | 462 | * | * | 462 |

SITE CODE : 00007730
Location : WEST SPRINGFIELD, I-91
Location2 : ON-RAMP FROM ROUTE 5 NB
Operator : TZ,JP

PIONEER VALLEY PLANNING COMMISSION

PAGE: 1
FILE: 7730

DATE: 4/08/91

| TIME BEGIN | MONDAY 8 | TUESDAY 9 | WEDNESDAY 10 | THURSDAY 11 | FRIDAY 12 | WEEKDAY AVERAGE | SATURDAY 13 | SUNDAY 14 | WEEK AVERAGE |
|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | * | * | 52 | 47 | 22 | 40 | * | * | 40 |
| 1:00 | * | * | 22 | 32 | 18 | 24 | * | * | 24 |
| 2:00 | * | * | 29 | 18 | 12 | 19 | * | * | 19 |
| 3:00 | * | * | 11 | 12 | 2 | 8 | * | * | 8 |
| 4:00 | * | * | 14 | 8 | 4 | 8 | * | * | 8 |
| 5:00 | * | * | 44 | 31 | 19 | 31 | * | * | 31 |
| 6:00 | * | * | 178 | 96 | 46 | 106 | * | * | 106 |
| 7:00 | * | * | 489 | 359 | 163 | 337 | * | * | 337 |
| 8:00 | * | * | 459 | 487 | 374 | 440 | * | * | 440 |
| 9:00 | * | * | 361 | 497 | 463 | 440 | * | * | 440 |
| 10:00 | * | * | 410 | 529 | 585 | 508 | * | * | 508 |
| 11:00 | * | * | 544 | 615 | 665 | 608 | * | * | 608 |
| 12:00 PM | * | * | 697 | 740 | * | 718 | * | * | 718 |
| 1:00 | * | * | 682 | 727 | * | 704 | * | * | 704 |
| 2:00 | * | * | 743 | 792 | * | 767 | * | * | 767 |
| 3:00 | * | 819 | 812 | 828 | * | 819 | * | * | 819 |
| 4:00 | * | 956 | 902 | 913 | * | 923 | * | * | 923 |
| 5:00 | * | 923 | 861 | 774 | * | 852 | * | * | 852 |
| 6:00 | * | 673 | 702 | 527 | * | 634 | * | * | 634 |
| 7:00 | * | 496 | 533 | 392 | * | 473 | * | * | 473 |
| 8:00 | * | 492 | 408 | 225 | * | 375 | * | * | 375 |
| 9:00 | * | 387 | 269 | 145 | * | 267 | * | * | 267 |
| 10:00 | * | 208 | 140 | 83 | * | 143 | * | * | 143 |
| 11:00 | * | 133 | 102 | 50 | * | 95 | * | * | 95 |
| TOTALS | * | 5087 | 9464 | 8927 | 2373 | 9339 | * | * | 9339 |
| % AVG WKDAY | * | 54.5 | 101.3 | 95.6 | 25.4 | | | | |
| % AVG DAY | * | 54.5 | 101.3 | 95.6 | 25.4 | | * | * | |
| AM PEAK HR | * | * | 11:00 | 11:00 | 11:00 | 11:00 | * | * | 11:00 |
| VOLUME | * | * | 544 | 615 | 665 | 608 | * | * | 608 |
| PM PEAK HR | * | 4:00 | 4:00 | 4:00 | * | 4:00 | * | * | 4:00 |
| VOLUME | * | 956 | 902 | 913 | * | 923 | * | * | 923 |

SITE CODE : 00007729 PIONEER VALLEY PLANNING COMMISSION PAGE: 1
Location : WEST SPRINGFIELD, I-91 FILE: 7729
Location2 : OFF-RAMP ONTO ROUTE 5 NB
Operator : TZ,JP DATE: 4/08/91

| TIME BEGIN | MONDAY 8 | TUESDAY 9 | WEDNESDAY 10 | THURSDAY 11 | FRIDAY 12 | WEEKDAY AVERAGE | SATURDAY 13 | SUNDAY 14 | WEEK AVERAGE |
|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | * | * | 50 | 44 | 53 | 49 | * | * | 49 |
| 1:00 | * | * | 22 | 17 | 36 | 25 | * | * | 25 |
| 2:00 | * | * | 24 | 21 | 25 | 23 | * | * | 23 |
| 3:00 | * | * | 27 | 33 | 25 | 28 | * | * | 28 |
| 4:00 | * | * | 24 | 19 | 24 | 22 | * | * | 22 |
| 5:00 | * | * | 88 | 95 | 89 | 90 | * | * | 90 |
| 6:00 | * | * | 331 | 331 | 335 | 332 | * | * | 332 |
| 7:00 | * | * | 522 | 569 | 574 | 555 | * | * | 555 |
| 8:00 | * | * | 500 | 498 | 537 | 511 | * | * | 511 |
| 9:00 | * | * | 394 | 346 | 405 | 381 | * | * | 381 |
| 10:00 | * | * | 375 | 353 | 377 | 368 | * | * | 368 |
| 11:00 | * | * | 435 | 380 | 450 | 421 | * | * | 421 |
| 12:00 PM | * | * | 412 | 455 | 114 | 327 | * | * | 327 |
| 1:00 | * | * | 414 | 456 | * | 435 | * | * | 435 |
| 2:00 | * | * | 442 | 448 | * | 445 | * | * | 445 |
| 3:00 | * | * | 531 | 567 | * | 549 | * | * | 549 |
| 4:00 | * | * | 621 | 634 | * | 627 | * | * | 627 |
| 5:00 | * | 539 | 559 | 561 | * | 553 | * | * | 553 |
| 6:00 | * | 423 | 394 | 441 | * | 419 | * | * | 419 |
| 7:00 | * | 316 | 343 | 359 | * | 339 | * | * | 339 |
| 8:00 | * | 180 | 278 | 211 | * | 223 | * | * | 223 |
| 9:00 | * | 170 | 220 | 168 | * | 186 | * | * | 186 |
| 10:00 | * | 111 | 107 | 122 | * | 113 | * | * | 113 |
| 11:00 | * | 94 | 83 | 72 | * | 83 | * | * | 83 |
| TOTALS | * | 1833 | 7196 | 7200 | 3044 | 7104 | * | * | 7104 |
| % AVG WKDAY | * | 25.8 | 101.3 | 101.4 | 42.8 | | | | |
| % AVG DAY | * | 25.8 | 101.3 | 101.4 | 42.8 | | * | * | |
| AM PEAK HR | * | * | 7:00 | 7:00 | 7:00 | 7:00 | * | * | 7:00 |
| VOLUME | * | * | 522 | 569 | 574 | 555 | * | * | 555 |
| PM PEAK HR | * | 5:00 | 4:00 | 4:00 | 12:00 | 4:00 | * | * | 4:00 |
| VOLUME | * | 539 | 621 | 634 | 114 | 627 | * | * | 627 |

SITE CODE : 00007728
Location : WEST SPRINGFIELD, I-91
Location2 : OFF-RAMP TO ROUTE 5 SB
Operator : TZ,JP

PIONEER VALLEY PLANNING COMMISSION


FILE: 7728

DATE: 4/08/91

| TIME BEGIN | MONDAY 8 | TUESDAY 9 | WEDNESDAY 10 | THURSDAY 11 | FRIDAY 12 | WEEKDAY AVERAGE | SATURDAY 13 | SUNDAY 14 | WEEK AVERAGE |
|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | * | 76 | 115 | 97 | * | 96 | * | * | 96 |
| 1:00 | * | 41 | 51 | 59 | * | 50 | * | * | 50 |
| 2:00 | * | 24 | 35 | 40 | * | 33 | * | * | 33 |
| 3:00 | * | 16 | 20 | 26 | * | 20 | * | * | 20 |
| 4:00 | * | 34 | 38 | 43 | * | 38 | * | * | 38 |
| 5:00 | * | 76 | 86 | 81 | * | 81 | * | * | 81 |
| 6:00 | * | 327 | 302 | 278 | * | 302 | * | * | 302 |
| 7:00 | * | 733 | 681 | 664 | * | 692 | * | * | 692 |
| 8:00 | * | 809 | 806 | 737 | * | 784 | * | * | 784 |
| 9:00 | * | 640 | 652 | 657 | * | 649 | * | * | 649 |
| 10:00 | * | 649 | 718 | 767 | * | 711 | * | * | 711 |
| 11:00 | * | 741 | 856 | 870 | * | 822 | * | * | 822 |
| 12:00 PM | * | 824 | 876 | 691 | * | 797 | * | * | 797 |
| 1:00 | * | 852 | 816 | * | * | 834 | * | * | 834 |
| 2:00 | * | 896 | 881 | * | * | 888 | * | * | 888 |
| 3:00 | * | 895 | 958 | * | * | 926 | * | * | 926 |
| 4:00 | * | 932 | 950 | * | * | 941 | * | * | 941 |
| 5:00 | 955 | 961 | 1000 | * | * | 972 | * | * | 972 |
| 6:00 | 801 | 795 | 816 | * | * | 804 | * | * | 804 |
| 7:00 | 723 | 714 | 713 | * | * | 716 | * | * | 716 |
| 8:00 | 507 | 467 | 482 | * | * | 485 | * | * | 485 |
| 9:00 | 437 | 438 | 420 | * | * | 431 | * | * | 431 |
| 10:00 | 283 | 308 | 284 | * | * | 291 | * | * | 291 |
| 11:00 | 197 | 195 | 173 | * | * | 188 | * | * | 188 |
| TOTALS | 3903 | 12443 | 12729 | 5010 | * | 12551 | * | * | 12551 |
| % AVG WKDAY | 31.1 | 99.1 | 101.4 | 39.9 | * | | | | |
| % AVG DAY | 31.1 | 99.1 | 101.4 | 39.9 | * | | * | * | |
| AM PEAK HR | * | 8:00 | 11:00 | 11:00 | * | 11:00 | * | * | 11:00 |
| VOLUME | * | 809 | 856 | 870 | * | 822 | * | * | 822 |
| PM PEAK HR | 5:00 | 5:00 | 5:00 | 12:00 | * | 5:00 | * | * | 5:00 |
| VOLUME | 955 | 961 | 1000 | 691 | * | 972 | * | * | 972 |

SITE CODE : 00000021 PIONEER VALLEY PLANNING COMMISSION PAGE: 2
Location : WEST SPRINGFIELD, LOWER ELM FILE: 7718
Location2 : N/O EAST ELM
Operator : TZ,BM,JP DATE: 11/26/90

| TIME | MONDAY 26 | | TUESDAY 27 | | WEDNESDAY 28 | | THURSDAY 29 | | FRIDAY 30 | | SATURDAY 1 | | SUNDAY 2 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 17 | 45 | 21 | 47 | 27 | 51 | 33 | 72 | 39 | 83 | 76 | 138 | 73 | 155 | 40 | 84 |
| 1:00 | 9 | 21 | 14 | 27 | 13 | 19 | 11 | 36 | 24 | 43 | 43 | 126 | 33 | 127 | 21 | 57 |
| 2:00 | 10 | 25 | 11 | 25 | 7 | 18 | 11 | 31 | 27 | 34 | 24 | 84 | 33 | 80 | 17 | 42 |
| 3:00 | 9 | 20 | 6 | 13 | 7 | 13 | 15 | 13 | 15 | 14 | 22 | 23 | 12 | 21 | 12 | 16 |
| 4:00 | 8 | 23 | 9 | 16 | 6 | 17 | 11 | 17 | 12 | 25 | 13 | 24 | 8 | 18 | 9 | 20 |
| 5:00 | 33 | 56 | 37 | 45 | 41 | 47 | 41 | 46 | 42 | 49 | 32 | 36 | 9 | 12 | 33 | 41 |
| 6:00 | 119 | 161 | 126 | 147 | 124 | 150 | 115 | 152 | 117 | 150 | 54 | 85 | 22 | 35 | 96 | 125 |
| 7:00 | 252 | 305 | 257 | 303 | 279 | 290 | 283 | 295 | 277 | 292 | 108 | 123 | 58 | 64 | 216 | 238 |
| 8:00 | 259 | 323 | 303 | 323 | 277 | 331 | 277 | 331 | 279 | 357 | 225 | 198 | 124 | 97 | 249 | 280 |
| 9:00 | 325 | 341 | 333 | 336 | 285 | 299 | 323 | 343 | 320 | 357 | 304 | 345 | 102 | 180 | 284 | 314 |
| 10:00 | 351 | 396 | 333 | 387 | 330 | 339 | 338 | 370 | 373 | 411 | 329 | 398 | 163 | 188 | 316 | 355 |
| 11:00 | 382 | 459 | 390 | 412 | 371 | 447 | 368 | 462 | 403 | 536 | 394 | 488 | 289 | 255 | 371 | 437 |
| 12:00 PM | 454 | 478 | 399 | 496 | 408 | 452 | 415 | 508 | 490 | 561 | 401 | 450 | 327 | 370 | 413 | 473 |
| 1:00 | 404 | 525 | 382 | 551 | 366 | 488 | 386 | 510 | 416 | 566 | 361 | 451 | 311 | 437 | 375 | 504 |
| 2:00 | 355 | 515 | 351 | 472 | 341 | 490 | 359 | 544 | 386 | 586 | 307 | 443 | 285 | 439 | 340 | 498 |
| 3:00 | 370 | 516 | 343 | 567 | 368 | 531 | 400 | 556 | 433 | 604 | 301 | 440 | 279 | 415 | 356 | 518 |
| 4:00 | 396 | 520 | 406 | 581 | 432 | 550 | 396 | 609 | 512 | 616 | 312 | 455 | 239 | 388 | 384 | 531 |
| 5:00 | 357 | 476 | 336 | 430 | 379 | 494 | 414 | 516 | 423 | 569 | 292 | 365 | 218 | 349 | 345 | 457 |
| 6:00 | 253 | 304 | 246 | 363 | 302 | 372 | 300 | 370 | 362 | 473 | 298 | 342 | 146 | 303 | 272 | 361 |
| 7:00 | 180 | 282 | 193 | 273 | 181 | 348 | 206 | 295 | 284 | 366 | 195 | 285 | 110 | 198 | 192 | 292 |
| 8:00 | 130 | 257 | 155 | 269 | 158 | 303 | 134 | 285 | 211 | 321 | 135 | 219 | 89 | 160 | 144 | 259 |
| 9:00 | 97 | 213 | 96 | 234 | 128 | 292 | 132 | 295 | 181 | 324 | 168 | 302 | 96 | 140 | 128 | 257 |
| 10:00 | 60 | 151 | 80 | 146 | 99 | 184 | 96 | 181 | 150 | 267 | 134 | 243 | 54 | 96 | 96 | 181 |
| 11:00 | 32 | 97 | 43 | 96 | 46 | 103 | 58 | 110 | 114 | 241 | 112 | 234 | 51 | 111 | 65 | 141 |
| TOTALS | 4862 | 6509 | 4870 | 6559 | 4975 | 6628 | 5122 | 6947 | 5890 | 7845 | 4640 | 6297 | 3131 | 4638 | 4774 | 6481 |

COMBINED TOTALS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 62 | 68 | 78 | 105 | 122 | 214 | 228 | 124 |
| 1:00 | 30 | 41 | 32 | 47 | 67 | 169 | 160 | 78 |
| 2:00 | 35 | 36 | 25 | 42 | 61 | 108 | 113 | 59 |
| 3:00 | 29 | 19 | 20 | 28 | 29 | 45 | 33 | 28 |
| 4:00 | 31 | 25 | 23 | 28 | 37 | 37 | 26 | 29 |
| 5:00 | 89 | 82 | 88 | 87 | 91 | 68 | 21 | 74 |
| 6:00 | 280 | 273 | 274 | 267 | 267 | 139 | 57 | 221 |
| 7:00 | 557 | 560 | 569 | 578 | 569 | 231 | 122 | 454 |
| 8:00 | 582 | 626 | 608 | 608 | 636 | 423 | 221 | 529 |
| 9:00 | 666 | 669 | 584 | 666 | 677 | 649 | 282 | 598 |
| 10:00 | 747 | 720 | 669 | 708 | 784 | 727 | 351 | 671 |
| 11:00 | 841 | 802 | 818 | 830 | 939 | 882 | 544 | 808 |
| 12:00 PM | 932 | 895 | 860 | 923 | 1051 | 851 | 697 | 886 |
| 1:00 | 929 | 933 | 854 | 896 | 982 | 812 | 748 | 879 |
| 2:00 | 870 | 823 | 831 | 903 | 972 | 750 | 724 | 838 |
| 3:00 | 886 | 910 | 899 | 956 | 1037 | 741 | 694 | 874 |
| 4:00 | 916 | 987 | 982 | 1005 | 1128 | 767 | 627 | 915 |
| 5:00 | 833 | 766 | 873 | 930 | 992 | 657 | 567 | 802 |
| 6:00 | 557 | 609 | 674 | 670 | 835 | 640 | 449 | 633 |
| 7:00 | 462 | 466 | 529 | 501 | 650 | 480 | 308 | 484 |
| 8:00 | 387 | 424 | 461 | 419 | 532 | 354 | 249 | 403 |
| 9:00 | 310 | 330 | 420 | 427 | 505 | 470 | 236 | 385 |
| 10:00 | 211 | 226 | 283 | 277 | 417 | 377 | 150 | 277 |
| 11:00 | 129 | 139 | 149 | 168 | 355 | 346 | 162 | 206 |
| TOTALS | 11371 | 11429 | 11603 | 12069 | 13735 | 10937 | 7769 | 11255 |

SITE CODE : 00000051 PIONEER VALLEY PLANNING COMMISSION PAGE: 2
Location : W. SPRINGFIELD, ASHLEY AVE. FILE: 7723
Location2 : E/O DOTY CIRCLE
Operator : TZ,BM DATE: 12/10/90

| TIME BEGIN | MONDAY 10 | | TUESDAY 11 | | WEDNESDAY 12 | | THURSDAY 13 | | FRIDAY 14 | | SATURDAY 15 | | SUNDAY 16 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | 12 | 6 | 3 | 14 | 11 | 15 | 4 | 15 | * | * | * | * | * | * | 7 | 12 |
| 1:00 | 3 | 5 | 3 | 10 | 13 | 4 | 6 | 18 | * | * | * | * | * | * | 6 | 9 |
| 2:00 | 5 | 10 | 5 | 9 | 8 | 9 | 8 | 9 | * | * | * | * | * | * | 6 | 9 |
| 3:00 | 6 | 4 | 1 | 15 | 9 | 17 | 7 | 20 | * | * | * | * | * | * | 5 | 14 |
| 4:00 | 7 | 7 | 3 | 11 | 9 | 12 | 11 | 7 | * | * | * | * | * | * | 7 | 9 |
| 5:00 | 24 | 31 | 20 | 17 | 33 | 24 | 31 | 36 | * | * | * | * | * | * | 27 | 27 |
| 6:00 | 63 | 71 | 39 | 65 | 70 | 94 | 67 | 74 | * | * | * | * | * | * | 59 | 76 |
| 7:00 | 127 | 214 | 46 | 203 | 119 | 212 | 123 | 213 | * | * | * | * | * | * | 103 | 210 |
| 8:00 | 189 | 185 | 113 | 189 | 208 | 168 | 205 | 186 | * | * | * | * | * | * | 178 | 182 |
| 9:00 | 208 | 163 | 161 | 140 | 186 | 145 | * | * | * | * | * | * | * | * | 185 | 149 |
| 10:00 | 277 | 179 | 211 | 178 | 228 | 162 | * | * | * | * | * | * | * | * | 238 | 173 |
| 11:00 | 297 | 195 | 247 | 207 | 300 | 224 | * | * | * | * | * | * | * | * | 281 | 208 |
| 12:00 PM | 318 | 229 | 289 | 211 | 290 | 223 | * | * | * | * | * | * | * | * | 299 | 221 |
| 1:00 | 288 | 225 | 296 | 209 | 318 | 228 | * | * | * | * | * | * | * | * | 300 | 220 |
| 2:00 | 266 | 221 | 265 | 208 | 237 | 211 | * | * | * | * | * | * | * | * | 256 | 213 |
| 3:00 | 231 | 200 | 233 | 174 | 291 | 214 | * | * | * | * | * | * | * | * | 251 | 196 |
| 4:00 | 283 | 211 | 253 | 222 | 268 | 171 | * | * | * | * | * | * | * | * | 268 | 201 |
| 5:00 | 242 | 192 | 206 | 198 | 212 | 229 | * | * | * | * | * | * | * | * | 220 | 206 |
| 6:00 | 207 | 192 | 172 | 210 | 201 | 181 | * | * | * | * | * | * | * | * | 193 | 194 |
| 7:00 | 178 | 144 | 137 | 162 | 160 | 165 | * | * | * | * | * | * | * | * | 158 | 157 |
| 8:00 | 144 | 86 | 154 | 97 | 150 | 76 | * | * | * | * | * | * | * | * | 149 | 86 |
| 9:00 | 99 | 65 | 133 | 39 | 116 | 69 | * | * | * | * | * | * | * | * | 116 | 57 |
| 10:00 | 48 | 50 | 77 | 42 | 83 | 55 | * | * | * | * | * | * | * | * | 69 | 49 |
| 11:00 | 13 | 21 | 20 | 31 | 42 | 35 | * | * | * | * | * | * | * | * | 25 | 29 |
| TOTALS | 3535 | 2906 | 3087 | 2861 | 3562 | 2943 | 462 | 578 | * | * | * | * | * | * | 3406 | 2907 |

COMBINED TOTALS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 18 | 17 | 26 | 19 | * | * | * | 19 |
| 1:00 | 8 | 13 | 17 | 24 | * | * | * | 15 |
| 2:00 | 15 | 14 | 17 | 17 | * | * | * | 15 |
| 3:00 | 10 | 16 | 26 | 27 | * | * | * | 19 |
| 4:00 | 14 | 14 | 21 | 18 | * | * | * | 16 |
| 5:00 | 55 | 37 | 57 | 67 | * | * | * | 54 |
| 6:00 | 134 | 104 | 164 | 141 | * | * | * | 135 |
| 7:00 | 341 | 249 | 331 | 336 | * | * | * | 313 |
| 8:00 | 374 | 302 | 376 | 391 | * | * | * | 360 |
| 9:00 | 371 | 301 | 331 | * | * | * | * | 334 |
| 10:00 | 456 | 389 | 390 | * | * | * | * | 411 |
| 11:00 | 492 | 454 | 524 | * | * | * | * | 489 |
| 12:00 PM | 547 | 500 | 513 | * | * | * | * | 520 |
| 1:00 | 513 | 505 | 546 | * | * | * | * | 520 |
| 2:00 | 487 | 473 | 448 | * | * | * | * | 469 |
| 3:00 | 431 | 407 | 505 | * | * | * | * | 447 |
| 4:00 | 494 | 475 | 439 | * | * | * | * | 469 |
| 5:00 | 434 | 404 | 441 | * | * | * | * | 426 |
| 6:00 | 399 | 382 | 382 | * | * | * | * | 387 |
| 7:00 | 322 | 299 | 325 | * | * | * | * | 315 |
| 8:00 | 230 | 251 | 226 | * | * | * | * | 235 |
| 9:00 | 164 | 172 | 185 | * | * | * | * | 173 |
| 10:00 | 98 | 119 | 138 | * | * | * | * | 118 |
| 11:00 | 34 | 51 | 77 | * | * | * | * | 54 |
| TOTALS | 6441 | 5948 | 6505 | 1040 | * | * | * | 6313 |

SITE CODE : 00007726 PIONEER VALLEY PLANNING COMMISSION PAGE: 1
Location : W. SPRINGFIELD, WAYSIDE AVE. FILE: 7726
Location2 : E/O DOTY CIRCLE
Operator : TZ,BM DATE: 12/17/90

| TIME | MONDAY 17 | | TUESDAY 18 | | WEDNESDAY 19 | | THURSDAY 20 | | FRIDAY 21 | | SATURDAY 22 | | SUNDAY 23 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | * | * | 18 | 11 | 4 | 11 | 10 | 8 | 10 | 14 | * | * | * | * | 10 | 11 |
| 1:00 | * | * | 4 | 6 | 8 | 5 | 5 | 7 | 11 | 7 | * | * | * | * | 7 | 6 |
| 2:00 | * | * | 8 | 8 | 3 | 13 | 9 | 7 | 3 | 10 | * | * | * | * | 5 | 9 |
| 3:00 | * | * | 1 | 8 | 3 | 8 | 4 | 14 | 2 | 11 | * | * | * | * | 2 | 10 |
| 4:00 | * | * | 14 | 24 | 11 | 21 | 0 | 20 | 7 | 24 | * | * | * | * | 8 | 22 |
| 5:00 | * | * | 8 | 54 | 9 | 59 | 10 | 64 | 9 | 56 | * | * | * | * | 9 | 58 |
| 6:00 | * | * | 30 | 102 | 31 | 75 | 19 | 79 | 30 | 94 | * | * | * | * | 27 | 87 |
| 7:00 | * | * | 43 | 127 | 35 | 160 | 32 | 132 | 36 | 143 | * | * | * | * | 36 | 140 |
| 8:00 | * | * | 120 | 150 | 125 | 135 | 125 | 135 | 51 | 65 | * | * | * | * | 105 | 121 |
| 9:00 | * | * | 94 | 135 | 66 | 113 | 68 | 130 | * | * | * | * | * | * | 76 | 126 |
| 10:00 | * | * | 83 | 123 | 87 | 120 | 78 | 110 | * | * | * | * | * | * | 82 | 117 |
| 11:00 | * | * | 110 | 185 | 95 | 145 | 91 | 143 | * | * | * | * | * | * | 98 | 157 |
| 12:00 PM | * | * | 106 | 162 | 101 | 144 | 96 | 151 | * | * | * | * | * | * | 101 | 152 |
| 1:00 | * | * | 115 | 164 | 85 | 129 | 93 | 136 | * | * | * | * | * | * | 97 | 143 |
| 2:00 | * | * | 119 | 148 | 88 | 147 | 82 | 125 | * | * | * | * | * | * | 96 | 140 |
| 3:00 | 137 | 191 | 108 | 152 | 86 | 134 | 106 | 134 | * | * | * | * | * | * | 109 | 152 |
| 4:00 | 174 | 174 | 126 | 159 | 130 | 149 | 117 | 134 | * | * | * | * | * | * | 136 | 154 |
| 5:00 | 129 | 161 | 114 | 149 | 125 | 159 | 96 | 164 | * | * | * | * | * | * | 116 | 158 |
| 6:00 | 64 | 172 | 43 | 163 | 63 | 186 | 65 | 194 | * | * | * | * | * | * | 58 | 178 |
| 7:00 | 44 | 66 | 53 | 78 | 55 | 70 | 42 | 74 | * | * | * | * | * | * | 48 | 72 |
| 8:00 | 75 | 80 | 63 | 43 | 54 | 54 | 51 | 56 | * | * | * | * | * | * | 60 | 58 |
| 9:00 | 56 | 38 | 66 | 37 | 42 | 42 | 69 | 28 | * | * | * | * | * | * | 58 | 36 |
| 10:00 | 19 | 27 | 21 | 28 | 25 | 25 | 33 | 29 | * | * | * | * | * | * | 24 | 27 |
| 11:00 | 13 | 15 | 19 | 19 | 20 | 15 | 16 | 16 | * | * | * | * | * | * | 17 | 16 |
| TOTALS | 711 | 924 | 1486 | 2235 | 1351 | 2119 | 1317 | 2090 | 159 | 424 | * | * | * | * | 1385 | 2150 |

COMBINED TOTALS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12:00 AM | * | 29 | 15 | 18 | 24 | * | * | 21 |
| 1:00 | * | 10 | 13 | 12 | 18 | * | * | 13 |
| 2:00 | * | 16 | 16 | 16 | 13 | * | * | 14 |
| 3:00 | * | 9 | 11 | 18 | 13 | * | * | 12 |
| 4:00 | * | 38 | 32 | 20 | 31 | * | * | 30 |
| 5:00 | * | 62 | 68 | 74 | 65 | * | * | 67 |
| 6:00 | * | 132 | 106 | 98 | 124 | * | * | 114 |
| 7:00 | * | 170 | 195 | 164 | 179 | * | * | 176 |
| 8:00 | * | 270 | 260 | 260 | 116 | * | * | 226 |
| 9:00 | * | 229 | 179 | 198 | * | * | * | 202 |
| 10:00 | * | 206 | 207 | 188 | * | * | * | 199 |
| 11:00 | * | 295 | 240 | 234 | * | * | * | 255 |
| 12:00 PM | * | 268 | 245 | 247 | * | * | * | 253 |
| 1:00 | * | 279 | 214 | 229 | * | * | * | 240 |
| 2:00 | * | 267 | 235 | 207 | * | * | * | 236 |
| 3:00 | 328 | 260 | 220 | 240 | * | * | * | 261 |
| 4:00 | 348 | 285 | 279 | 251 | * | * | * | 290 |
| 5:00 | 290 | 263 | 284 | 260 | * | * | * | 274 |
| 6:00 | 236 | 206 | 249 | 259 | * | * | * | 236 |
| 7:00 | 110 | 131 | 125 | 116 | * | * | * | 120 |
| 8:00 | 155 | 106 | 108 | 107 | * | * | * | 118 |
| 9:00 | 94 | 103 | 84 | 97 | * | * | * | 94 |
| 10:00 | 46 | 49 | 50 | 62 | * | * | * | 51 |
| 11:00 | 28 | 38 | 35 | 32 | * | * | * | 33 |
| TOTALS | 1635 | 3721 | 3470 | 3407 | 583 | * | * | 3535 |

SITE CODE : 00000081
Location : HOLYOKE, WHITING FARMS RD.
Location2 : N/O WESTFIELD RD.
Operator : TZ,JP,BM

PIONEER VALLEY PLANNING COMMISSION


FILE: 7712

DATE: 11/26/90

| TIME | MONDAY 26 | | TUESDAY 27 | | WEDNESDAY 28 | | THURSDAY 29 | | FRIDAY 30 | | SATURDAY 1 | | SUNDAY 2 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB |
| 12:00 AM | 28 | 26 | 26 | 26 | 30 | 36 | 30 | 35 | 24 | 28 | 74 | 96 | 76 | 79 | 41 | 46 |
| 1:00 | 10 | 9 | 12 | 9 | 18 | 13 | 20 | 13 | 43 | 30 | 64 | 57 | 64 | 52 | 33 | 26 |
| 2:00 | 13 | 12 | 17 | 13 | 13 | 12 | 11 | 10 | 16 | 20 | 77 | 58 | 32 | 32 | 25 | 22 |
| 3:00 | 13 | 18 | 5 | 7 | 9 | 7 | 19 | 11 | 23 | 7 | 34 | 13 | 27 | 11 | 18 | 10 |
| 4:00 | 24 | 19 | 20 | 20 | 23 | 15 | 23 | 17 | 26 | 18 | 38 | 35 | 16 | 6 | 24 | 18 |
| 5:00 | 62 | 57 | 56 | 47 | 54 | 45 | 61 | 58 | 56 | 48 | 34 | 26 | 17 | 7 | 48 | 41 |
| 6:00 | 134 | 130 | 135 | 150 | 132 | 148 | 123 | 141 | 129 | 156 | 69 | 66 | 45 | 34 | 109 | 117 |
| 7:00 | 243 | 263 | 250 | 263 | 254 | 265 | 271 | 260 | 270 | 275 | 112 | 94 | 39 | 46 | 205 | 209 |
| 8:00 | 191 | 239 | 194 | 245 | 205 | 241 | 213 | 287 | 252 | 286 | 208 | 166 | 67 | 71 | 190 | 219 |
| 9:00 | 320 | 255 | 306 | 235 | 343 | 246 | 355 | 271 | 303 | 259 | 342 | 259 | 100 | 111 | 295 | 233 |
| 10:00 | 353 | 276 | 326 | 254 | 323 | 269 | 376 | 336 | 389 | 330 | 339 | 322 | 161 | 146 | 323 | 276 |
| 11:00 | 426 | 388 | 390 | 335 | 435 | 399 | 448 | 420 | 458 | 426 | 390 | 385 | 360 | 191 | 415 | 363 |
| 12:00 PM | 513 | 456 | 436 | 449 | 467 | 462 | 476 | 458 | 564 | 519 | 437 | 411 | 404 | 348 | 471 | 443 |
| 1:00 | 482 | 481 | 449 | 497 | 446 | 451 | 469 | 466 | 484 | 520 | 476 | 438 | 448 | 423 | 464 | 468 |
| 2:00 | 415 | 423 | 449 | 469 | 436 | 475 | 477 | 459 | 498 | 504 | 489 | 478 | 413 | 445 | 453 | 464 |
| 3:00 | 490 | 455 | 485 | 439 | 479 | 463 | 510 | 531 | 515 | 518 | 451 | 508 | 353 | 445 | 469 | 479 |
| 4:00 | 476 | 459 | 482 | 381 | 499 | 429 | 556 | 483 | 544 | 486 | 422 | 470 | 312 | 413 | 470 | 445 |
| 5:00 | 422 | 345 | 424 | 393 | 451 | 381 | 477 | 429 | 449 | 436 | 378 | 403 | 251 | 342 | 407 | 389 |
| 6:00 | 328 | 294 | 371 | 311 | 353 | 333 | 383 | 345 | 407 | 406 | 399 | 376 | 182 | 221 | 346 | 326 |
| 7:00 | 269 | 290 | 264 | 300 | 277 | 317 | 326 | 361 | 370 | 332 | 306 | 339 | 122 | 148 | 276 | 298 |
| 8:00 | 172 | 241 | 185 | 278 | 208 | 282 | 220 | 282 | 278 | 331 | 239 | 286 | 101 | 75 | 200 | 253 |
| 9:00 | 107 | 169 | 158 | 187 | 148 | 219 | 146 | 267 | 183 | 299 | 154 | 244 | 73 | 98 | 138 | 211 |
| 10:00 | 88 | 145 | 89 | 168 | 103 | 180 | 104 | 177 | 178 | 245 | 134 | 216 | 55 | 57 | 107 | 169 |
| 11:00 | 41 | 54 | 54 | 67 | 62 | 60 | 52 | 44 | 122 | 152 | 94 | 132 | 38 | 45 | 66 | 79 |
| TOTALS | 5620 | 5504 | 5583 | 5543 | 5768 | 5748 | 6146 | 6161 | 6581 | 6631 | 5760 | 5878 | 3756 | 3846 | 5593 | 5604 |

COMBINED TOTALS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 54 | 52 | 66 | 65 | 52 | 170 | 155 | 87 |
| 1:00 | 19 | 21 | 31 | 33 | 73 | 121 | 116 | 59 |
| 2:00 | 25 | 30 | 25 | 21 | 36 | 135 | 64 | 47 |
| 3:00 | 31 | 12 | 16 | 30 | 30 | 47 | 38 | 28 |
| 4:00 | 43 | 40 | 38 | 40 | 44 | 73 | 22 | 42 |
| 5:00 | 119 | 103 | 99 | 119 | 104 | 60 | 24 | 89 |
| 6:00 | 264 | 285 | 280 | 264 | 285 | 135 | 79 | 226 |
| 7:00 | 506 | 513 | 519 | 531 | 545 | 206 | 85 | 414 |
| 8:00 | 430 | 439 | 446 | 500 | 538 | 374 | 138 | 409 |
| 9:00 | 575 | 541 | 589 | 626 | 562 | 601 | 211 | 528 |
| 10:00 | 629 | 580 | 592 | 712 | 719 | 661 | 307 | 599 |
| 11:00 | 814 | 725 | 834 | 868 | 884 | 775 | 551 | 778 |
| 12:00 PM | 969 | 885 | 929 | 934 | 1083 | 848 | 752 | 914 |
| 1:00 | 963 | 946 | 897 | 935 | 1004 | 914 | 871 | 932 |
| 2:00 | 838 | 918 | 911 | 936 | 1002 | 967 | 858 | 917 |
| 3:00 | 945 | 924 | 942 | 1041 | 1033 | 959 | 798 | 948 |
| 4:00 | 935 | 863 | 928 | 1039 | 1030 | 892 | 725 | 915 |
| 5:00 | 767 | 817 | 832 | 906 | 885 | 781 | 593 | 796 |
| 6:00 | 622 | 682 | 686 | 728 | 813 | 775 | 403 | 672 |
| 7:00 | 559 | 564 | 594 | 687 | 702 | 645 | 270 | 574 |
| 8:00 | 413 | 463 | 490 | 502 | 609 | 525 | 176 | 453 |
| 9:00 | 276 | 345 | 367 | 413 | 482 | 398 | 171 | 349 |
| 10:00 | 233 | 257 | 283 | 281 | 423 | 350 | 112 | 276 |
| 11:00 | 95 | 121 | 122 | 96 | 274 | 226 | 83 | 145 |
| TOTALS | 11124 | 11126 | 11516 | 12307 | 13212 | 11638 | 7602 | 11197 |

SITE CODE : 00007727

PIONEER VALLEY PLANNING COMMISSION



Location : HOLYOKE, MAIN ST.
Location2 : N/O RTE. 5
Operator : TZ,BM

FILE: 7727

DATE: 12/17/90

| TIME | MONDAY 17 | | TUESDAY 18 | | WEDNESDAY 19 | | THURSDAY 20 | | FRIDAY 21 | | SATURDAY 22 | | SUNDAY 23 | | WEEK AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | * | * | 21 | 21 | 24 | 13 | 14 | 12 | 21 | 12 | * | * | * | * | 20 | 14 |
| 1:00 | * | * | 11 | 4 | 7 | 4 | 14 | 6 | 18 | 5 | * | * | * | * | 12 | 4 |
| 2:00 | * | * | 9 | 11 | 14 | 7 | 5 | 7 | 16 | 15 | * | * | * | * | 11 | 10 |
| 3:00 | * | * | 7 | 4 | 8 | 9 | 8 | 7 | 13 | 11 | * | * | * | * | 9 | 7 |
| 4:00 | * | * | 5 | 6 | 3 | 5 | 2 | 11 | 8 | 11 | * | * | * | * | 4 | 8 |
| 5:00 | * | * | 17 | 18 | 20 | 24 | 18 | 17 | 29 | 26 | * | * | * | * | 21 | 21 |
| 6:00 | * | * | 95 | 42 | 87 | 61 | 54 | 67 | 85 | 51 | * | * | * | * | 80 | 55 |
| 7:00 | * | * | 130 | 99 | 142 | 104 | 90 | 124 | 135 | 105 | * | * | * | * | 124 | 108 |
| 8:00 | * | * | 127 | 96 | 137 | 99 | 110 | 83 | * | * | * | * | * | * | 124 | 92 |
| 9:00 | * | * | 124 | 94 | 174 | 116 | 107 | 86 | * | * | * | * | * | * | 135 | 98 |
| 10:00 | * | * | 146 | 95 | 152 | 165 | 150 | 115 | * | * | * | * | * | * | 149 | 125 |
| 11:00 | * | * | 172 | 133 | 178 | 179 | 160 | 129 | * | * | * | * | * | * | 170 | 147 |
| 12:00 PM | * | * | 165 | 130 | 234 | 195 | 171 | 162 | * | * | * | * | * | * | 190 | 162 |
| 1:00 | * | * | 190 | 156 | 189 | 174 | 199 | 155 | * | * | * | * | * | * | 192 | 161 |
| 2:00 | 143 | 126 | 188 | 173 | 219 | 210 | 204 | 158 | * | * | * | * | * | * | 188 | 166 |
| 3:00 | 215 | 183 | 238 | 160 | 263 | 192 | 221 | 150 | * | * | * | * | * | * | 234 | 171 |
| 4:00 | 182 | 146 | 202 | 158 | 204 | 156 | 167 | 135 | * | * | * | * | * | * | 188 | 148 |
| 5:00 | 106 | 130 | 148 | 116 | 141 | 111 | 128 | 118 | * | * | * | * | * | * | 130 | 118 |
| 6:00 | 71 | 79 | 121 | 95 | 95 | 83 | 66 | 70 | * | * | * | * | * | * | 88 | 81 |
| 7:00 | 54 | 67 | 73 | 56 | 84 | 52 | 81 | 61 | * | * | * | * | * | * | 73 | 59 |
| 8:00 | 51 | 57 | 79 | 64 | 71 | 49 | 58 | 47 | * | * | * | * | * | * | 64 | 54 |
| 9:00 | 19 | 40 | 55 | 24 | 46 | 37 | 38 | 33 | * | * | * | * | * | * | 39 | 33 |
| 10:00 | 24 | 24 | 46 | 30 | 30 | 26 | 40 | 27 | * | * | * | * | * | * | 35 | 26 |
| 11:00 | 15 | 18 | 34 | 21 | 27 | 14 | 35 | 21 | * | * | * | * | * | * | 27 | 18 |
| TOTALS | 880 | 870 | 2403 | 1806 | 2549 | 2085 | 2140 | 1801 | 325 | 236 | * | * | * | * | 2307 | 1886 |

COMBINED TOTALS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 12:00 AM | * | 42 | 37 | 26 | 33 | * | * | 34 |
| 1:00 | * | 15 | 11 | 20 | 23 | * | * | 16 |
| 2:00 | * | 20 | 21 | 12 | 31 | * | * | 21 |
| 3:00 | * | 11 | 17 | 15 | 24 | * | * | 16 |
| 4:00 | * | 11 | 8 | 13 | 19 | * | * | 12 |
| 5:00 | * | 35 | 44 | 35 | 55 | * | * | 42 |
| 6:00 | * | 137 | 148 | 121 | 136 | * | * | 135 |
| 7:00 | * | 229 | 246 | 214 | 240 | * | * | 232 |
| 8:00 | * | 223 | 236 | 193 | * | * | * | 216 |
| 9:00 | * | 218 | 290 | 193 | * | * | * | 233 |
| 10:00 | * | 241 | 317 | 265 | * | * | * | 274 |
| 11:00 | * | 305 | 357 | 289 | * | * | * | 317 |
| 12:00 PM | * | 295 | 429 | 333 | * | * | * | 352 |
| 1:00 | * | 346 | 363 | 354 | * | * | * | 353 |
| 2:00 | 269 | 361 | 429 | 362 | * | * | * | 354 |
| 3:00 | 398 | 398 | 455 | 371 | * | * | * | 405 |
| 4:00 | 328 | 360 | 360 | 302 | * | * | * | 336 |
| 5:00 | 236 | 264 | 252 | 246 | * | * | * | 248 |
| 6:00 | 150 | 216 | 178 | 136 | * | * | * | 169 |
| 7:00 | 121 | 129 | 136 | 142 | * | * | * | 132 |
| 8:00 | 108 | 143 | 120 | 105 | * | * | * | 118 |
| 9:00 | 59 | 79 | 83 | 71 | * | * | * | 72 |
| 10:00 | 48 | 76 | 56 | 67 | * | * | * | 61 |
| 11:00 | 33 | 55 | 41 | 56 | * | * | * | 45 |
| TOTALS | 1750 | 4209 | 4634 | 3941 | 561 | * | * | 4193 |

SITE CODE : 00007729
Location : WEST SPRINGFIELD, I-90 RAMP
Location2 : RTE. 5 SB SIDE (ONTO I-90)
Operator : TZ,8M

PIONEER VALLEY PLANNING COMMISSION


FILE: 7729
DATE: 5/20/91

| TIME BEGIN | MONDAY 20 | TUESDAY 21 | WEDNESDAY 22 | THURSDAY 23 | FRIDAY 24 | WEEKDAY AVERAGE | SATURDAY 25 | SUNDAY 26 | WEEK AVERAGE |
|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | * | 15 | 14 | * | * | 14 | * | * | 14 |
| 1:00 | * | 5 | 4 | * | * | 4 | * | * | 4 |
| 2:00 | * | 4 | 6 | * | * | 5 | * | * | 5 |
| 3:00 | * | 6 | 5 | * | * | 5 | * | * | 5 |
| 4:00 | * | 2 | 2 | * | * | 2 | * | * | 2 |
| 5:00 | * | 17 | 20 | * | * | 18 | * | * | 18 |
| 6:00 | * | 49 | 61 | * | * | 55 | * | * | 55 |
| 7:00 | * | 96 | 106 | * | * | 101 | * | * | 101 |
| 8:00 | * | 80 | 92 | * | * | 86 | * | * | 86 |
| 9:00 | * | 129 | * | * | * | 129 | * | * | 129 |
| 10:00 | * | 83 | * | * | * | 83 | * | * | 83 |
| 11:00 | * | 130 | * | * | * | 130 | * | * | 130 |
| 12:00 PM | * | 146 | * | * | * | 146 | * | * | 146 |
| 1:00 | * | 142 | * | * | * | 142 | * | * | 142 |
| 2:00 | * | 182 | * | * | * | 182 | * | * | 182 |
| 3:00 | * | 217 | * | * | * | 217 | * | * | 217 |
| 4:00 | 200 | 194 | * | * | * | 197 | * | * | 197 |
| 5:00 | 231 | 186 | * | * | * | 208 | * | * | 208 |
| 6:00 | 114 | 115 | * | * | * | 114 | * | * | 114 |
| 7:00 | 75 | 77 | * | * | * | 76 | * | * | 76 |
| 8:00 | 73 | 75 | * | * | * | 74 | * | * | 74 |
| 9:00 | 74 | 62 | * | * | * | 68 | * | * | 68 |
| 10:00 | 21 | 32 | * | * | * | 26 | * | * | 26 |
| 11:00 | 23 | 34 | * | * | * | 28 | * | * | 28 |
| TOTALS | 811 | 2078 | 310 | * | * | 2110 | * | * | 2110 |
| % AVG WKDAY | 38.4 | 98.5 | 14.7 | * | * | | | | |
| % AVG DAY | 38.4 | 98.5 | 14.7 | * | * | | * | * | |
| AM PEAK HR | * | 11:00 | 7:00 | * | * | 11:00 | * | * | 11:00 |
| VOLUME | * | 130 | 106 | * | * | 130 | * | * | 130 |
| PM PEAK HR | 5:00 | 3:00 | * | * | * | 3:00 | * | * | 3:00 |
| VOLUME | 231 | 217 | * | * | * | 217 | * | * | 217 |

SITE CODE : 00007730
Location : WEST SPRINGFIELD, I-90 RAMP
Location2 : RTE. SB SIDE (OFF I-90)
Operator : TZ,BM

PIONEER VALLEY PLANNING COMMISSION


FILE: 7730
DATE: 5/20/91

| TIME BEGIN | MONDAY 20 | TUESDAY 21 | WEDNESDAY 22 | THURSDAY 23 | FRIDAY 24 | WEEKDAY AVERAGE | SATURDAY 25 | SUNDAY 26 | WEEK AVERAGE |
|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | * | 44 | 41 | * | * | 42 | * | * | 42 |
| 1:00 | * | 11 | 32 | * | * | 21 | * | * | 21 |
| 2:00 | * | 8 | 18 | * | * | 13 | * | * | 13 |
| 3:00 | * | 19 | 10 | * | * | 14 | * | * | 14 |
| 4:00 | * | 19 | 23 | * | * | 21 | * | * | 21 |
| 5:00 | * | 54 | 56 | * | * | 55 | * | * | 55 |
| 6:00 | * | 108 | 101 | * | * | 104 | * | * | 104 |
| 7:00 | * | 238 | 246 | * | * | 242 | * | * | 242 |
| 8:00 | * | 239 | 205 | * | * | 222 | * | * | 222 |
| 9:00 | * | 212 | * | * | * | 212 | * | * | 212 |
| 10:00 | * | 242 | * | * | * | 242 | * | * | 242 |
| 11:00 | * | 225 | * | * | * | 225 | * | * | 225 |
| 12:00 PM | * | 193 | * | * | * | 193 | * | * | 193 |
| 1:00 | * | 208 | * | * | * | 208 | * | * | 208 |
| 2:00 | * | 201 | * | * | * | 201 | * | * | 201 |
| 3:00 | * | 206 | * | * | * | 206 | * | * | 206 |
| 4:00 | 293 | 290 | * | * | * | 291 | * | * | 291 |
| 5:00 | 258 | 296 | * | * | * | 277 | * | * | 277 |
| 6:00 | 186 | 203 | * | * | * | 194 | * | * | 194 |
| 7:00 | 147 | 133 | * | * | * | 140 | * | * | 140 |
| 8:00 | 104 | 95 | * | * | * | 99 | * | * | 99 |
| 9:00 | 71 | 96 | * | * | * | 83 | * | * | 83 |
| 10:00 | 48 | 69 | * | * | * | 58 | * | * | 58 |
| 11:00 | 39 | 50 | * | * | * | 44 | * | * | 44 |
| TOTALS | 1146 | 3459 | 732 | * | * | 3407 | * | * | 3407 |
| % AVG WKDAY | 33.6 | 101.5 | 21.5 | * | * | | | | |
| % AVG DAY | 33.6 | 101.5 | 21.5 | * | * | | * | * | |
| AM PEAK HR | * | 10:00 | 7:00 | * | * | 7:00 | * | * | 7:00 |
| VOLUME | * | 242 | 246 | * | * | 242 | * | * | 242 |
| PM PEAK HR | 4:00 | 5:00 | * | * | * | 4:00 | * | * | 4:00 |
| VOLUME | 293 | 296 | * | * | * | 291 | * | * | 291 |

# APPENDIX F-2

# P.M. PEAK HOUR TURNING MOVEMENT COUNTS

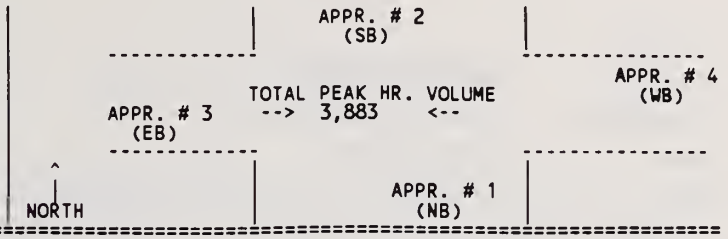
# PVPC Turning Movement Counts

LOCATION : WEST SPRINGFIELD

INTERSECTION: ROUTE 5 & MORGAN

TIME : 3:45 - 5:45 PM

DATE : 03/28/91 DAY: THURSDAY




## APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 | 37 | 2 | 161 | 7 | 69 | 0 | 9 | 0 | 285 | 3.2% |
| 4:15 | 144 | 0 | 204 | 8 | 81 | 0 | 6 | 0 | 443 | 1.8% |
| 4:30 | 51 | 2 | 170 | 3 | 76 | 0 | 5 | 0 | 307 | 1.6% |
| 4:45 | 37 | 0 | 172 | 6 | 90 | 0 | 7 | 0 | 312 | 1.9% |
| 5:00 | 37 | 0 | 171 | 1 | 89 | 0 | 10 | 0 | 308 | 0.3% |
| 5:15 | 41 | 1 | 193 | 3 | 79 | 0 | 10 | 0 | 327 | 1.2% |
| 5:30 | 35 | 0 | 196 | 0 | 71 | 0 | 9 | 0 | 311 | 0.0% |
| 5:45 | 18 | 0 | 150 | 2 | 66 | 3 | 8 | 0 | 247 | 2.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:45 | 273 | 731 | 316 | 27 | 1,347 | 2.1% | 0.76 |
| 5:00 | 271 | 735 | 336 | 28 | 1,370 | 1.5% | 0.77 |
| 5:15 | 169 | 719 | 334 | 32 | 1,254 | 1.3% | 0.96 |
| 5:30 | 151 | 742 | 329 | 36 | 1,258 | 0.9% | 0.96 |
| 5:45 | 132 | 716 | 308 | 37 | 1,193 | 0.8% | 0.91 |

## APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 | 7 | 0 | 178 | 2 | 48 | 1 | 6 | 0 | 242 | 1.2% |
| 4:15 | 8 | 2 | 216 | 7 | 115 | 1 | 12 | 1 | 362 | 3.0% |
| 4:30 | 0 | 1 | 200 | 3 | 69 | 0 | 5 | 0 | 278 | 1.4% |
| 4:45 | 12 | 0 | 212 | 4 | 76 | 1 | 8 | 0 | 313 | 1.6% |
| 5:00 | 10 | 0 | 212 | 3 | 77 | 0 | 9 | 0 | 311 | 1.0% |
| 5:15 | 17 | 0 | 223 | 5 | 102 | 0 | 6 | 0 | 353 | 1.4% |
| 5:30 | 14 | 0 | 219 | 3 | 95 | 0 | 9 | 0 | 340 | 0.9% |
| 5:45 | 6 | 0 | 163 | 2 | 69 | 0 | 6 | 1 | 247 | 1.2% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:45 | 30 | 822 | 311 | 32 | 1,195 | 1.9% | 0.83 |
| 5:00 | 33 | 857 | 339 | 35 | 1,264 | 1.8% | 0.87 |
| 5:15 | 40 | 862 | 325 | 28 | 1,255 | 1.4% | 0.89 |
| 5:30 | 53 | 881 | 351 | 32 | 1,317 | 1.2% | 0.93 |
| 5:45 | 47 | 830 | 343 | 31 | 1,251 | 1.1% | 0.89 |

## APPROACH # 3 (EASTBOUND): MORGAN ROAD

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 | 102 | 2 | 32 | 0 | 12 | 1 | 0 | 0 | 149 | 2.0% |
| 4:15 | 97 | 2 | 36 | 0 | 13 | 1 | 0 | 0 | 149 | 2.0% |
| 4:30 | 99 | 3 | 39 | 0 | 18 | 1 | 0 | 0 | 160 | 2.5% |
| 4:45 | 90 | 1 | 39 | 0 | 12 | 1 | 0 | 0 | 143 | 1.4% |
| 5:00 | 91 | 1 | 39 | 0 | 12 | 1 | 0 | 0 | 144 | 1.4% |
| 5:15 | 87 | 4 | 33 | 0 | 15 | 2 | 0 | 0 | 141 | 4.3% |
| 5:30 | 80 | 0 | 48 | 0 | 25 | 0 | 0 | 0 | 153 | 0.0% |
| 5:45 | 78 | 4 | 38 | 0 | 10 | 0 | 0 | 0 | 130 | 3.1% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:45 | 396 | 146 | 59 | 0 | 601 | 2.0% | 0.94 |
| 5:00 | 384 | 153 | 59 | 0 | 596 | 1.8% | 0.93 |
| 5:15 | 376 | 150 | 62 | 0 | 588 | 2.4% | 0.92 |
| 5:30 | 354 | 159 | 68 | 0 | 581 | 1.7% | 0.95 |
| 5:45 | 345 | 158 | 65 | 0 | 568 | 2.1% | 0.93 |

## APPROACH # 4 (WESTBOUND): RIVERDALE SHOPS EGRESS

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 | 67 | 1 | 57 | 0 | 7 | 0 | 0 | 0 | 132 | 0.8% |
| 4:15 | 100 | 0 | 68 | 0 | 5 | 0 | 0 | 0 | 173 | 0.0% |
| 4:30 | 90 | 0 | 69 | 0 | 2 | 0 | 0 | 0 | 161 | 0.0% |
| 4:45 | 75 | 0 | 71 | 0 | 14 | 0 | 0 | 0 | 160 | 0.0% |
| 5:00 | 76 | 0 | 70 | 0 | 13 | 0 | 0 | 0 | 159 | 0.0% |
| 5:15 | 73 | 0 | 63 | 0 | 5 | 0 | 0 | 0 | 141 | 0.0% |
| 5:30 | 104 | 0 | 66 | 0 | 9 | 0 | 0 | 0 | 179 | 0.0% |
| 5:45 | 53 | 0 | 45 | 0 | 3 | 0 | 0 | 0 | 101 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:45 | 333 | 265 | 28 | 0 | 626 | 0.2% | 0.90 |
| 5:00 | 341 | 278 | 34 | 0 | 653 | 0.0% | 0.94 |
| 5:15 | 314 | 273 | 34 | 0 | 621 | 0.0% | 0.96 |
| 5:30 | 328 | 270 | 41 | 0 | 639 | 0.0% | 0.89 |
| 5:45 | 306 | 244 | 30 | 0 | 580 | 0.0% | 0.81 |

## CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|
| 4:00 | ..... | 808 | 9.4% |
| 4:15 | ..... | 1,127 | 2.0% |
| 4:30 | ..... | 906 | 1.4% |
| 4:45 | ..... | 928 | 1.4% |
| 5:00 | ..... | 922 | 0.7% |
| 5:15 | ..... | 962 | 1.6% |
| 5:30 | ..... | 983 | 0.3% |
| 5:45 | ..... | 725 | 1.7% |

| PERIOD ENDING | | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|
| 4:00 | XXXXXXXXXXXXXXXXXXXX | | | |
| 4:15 | XXXXXXXXXXXXXXXXXXXX | | | |
| 4:30 | XXXXXXXXXXXXXXXXXXXX | | | |
| 4:45 | ..... | 3,769 | 3.3% | 0.84 |
| 5:00 | ..... | 3,883 | 1.4% | 0.86 |
| 5:15 | ..... | 3,718 | 1.3% | 0.97 |
| 5:30 | ..... | 3,795 | 1.0% | 0.97 |
| 5:45 | ..... | 3,592 | 1.0% | 0.91 |

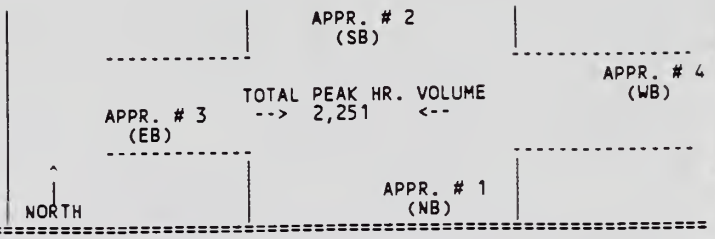
# PVPC Turning Movement Counts

LOCATION : WEST SPRINGFIELD

INTERSECTION: ROUTE 5 & DAGGETT DRIVE

TIME : 4:30 - 5:45 PM

DATE : 12/06/90 DAY: THURSDAY




APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 0 | 261 | 5 | 14 | 1 | 0 | 0 | 281 | 2.1% |
| 5:00 | 0 | 0 | 297 | 7 | 12 | 0 | 0 | 0 | 316 | 2.2% |
| 5:15 | 0 | 0 | 285 | 1 | 12 | 0 | 0 | 0 | 298 | 0.3% |
| 5:30 | 0 | 0 | 290 | 3 | 14 | 0 | 0 | 0 | 307 | 1.0% |
| 5:45 | 0 | 0 | 266 | 3 | 16 | 0 | 0 | 0 | 285 | 1.1% |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 0 | 570 | 27 | 0 | 597 | 2.2% | 0.47 |
| 5:15 | 0 | 856 | 39 | 0 | 895 | 1.6% | 0.71 |
| 5:30 | 0 | 1,149 | 53 | 0 | 1,202 | 1.4% | 0.95 |
| 5:45 | 0 | 1,152 | 54 | 0 | 1,206 | 1.2% | 0.95 |
| 6:00 | 0 | 848 | 42 | 0 | 890 | 0.8% | 0.72 |

APPROACH # 2 (SOUTHBOUND): ROUTE 5 (LEFT TURN BAY)

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 0 | 42 | 0 | 43 | 2.3% |
| 5:00 | 133 | 0 | 0 | 0 | 0 | 0 | 55 | 1 | 189 | 0.5% |
| 5:15 | 140 | 0 | 0 | 0 | 0 | 0 | 42 | 1 | 183 | 0.5% |
| 5:30 | 143 | 1 | 0 | 0 | 0 | 0 | 44 | 0 | 188 | 0.5% |
| 5:45 | 120 | 1 | 0 | 0 | 0 | 0 | 37 | 1 | 159 | 1.3% |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 134 | 0 | 0 | 98 | 232 | 0.9% | 0.31 |
| 5:15 | 274 | 0 | 0 | 141 | 415 | 0.7% | 0.55 |
| 5:30 | 418 | 0 | 0 | 185 | 603 | 0.7% | 0.80 |
| 5:45 | 538 | 0 | 0 | 181 | 719 | 0.7% | 0.95 |
| 6:00 | 405 | 0 | 0 | 125 | 530 | 0.8% | 0.70 |

APPROACH # 3 (EASTBOUND): DOES NOT APPLY

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |

APPROACH # 4 (WESTBOUND): DAGGETT DRIVE

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 0 | 0 | 0 | 93 | 1 | 0 | 0 | 94 | 1.1% |
| 5:00 | 0 | 0 | 0 | 0 | 84 | 3 | 0 | 0 | 87 | 3.4% |
| 5:15 | 0 | 0 | 0 | 0 | 82 | 1 | 0 | 0 | 83 | 1.2% |
| 5:30 | 0 | 0 | 0 | 0 | 75 | 1 | 0 | 0 | 76 | 1.3% |
| 5:45 | 0 | 0 | 0 | 0 | 79 | 1 | 0 | 0 | 80 | 1.3% |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 0 | 0 | 181 | 0 | 181 | 2.2% | 0.48 |
| 5:15 | 0 | 0 | 264 | 0 | 264 | 1.9% | 0.70 |
| 5:30 | 0 | 0 | 340 | 0 | 340 | 1.8% | 0.90 |
| 5:45 | 0 | 0 | 326 | 0 | 326 | 1.8% | 0.94 |
| 6:00 | 0 | 0 | 239 | 0 | 239 | 1.3% | 0.72 |

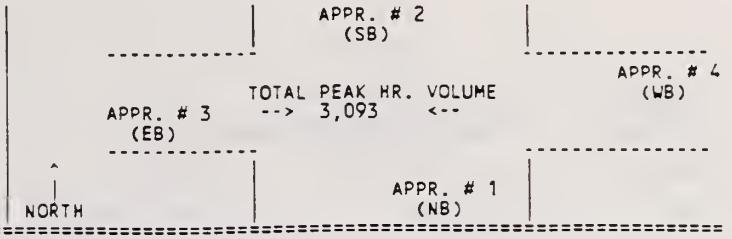
CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|
| 4:15 | 0 | 0.0% |
| 4:30 | 0 | 0.0% |
| 4:45 | 418 | 1.9% |
| 5:00 | 592 | 1.9% |
| 5:15 | 564 | 0.5% |
| 5:30 | 571 | 0.9% |
| 5:45 | 524 | 1.1% |
| 6:00 | 0 | 0.0% |

| PERIOD ENDING | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|
| 5:00 | 1,010 | 3.8% | 0.43 |
| 5:15 | 1,574 | 1.4% | 0.66 |
| 5:30 | 2,145 | 1.3% | 0.91 |
| 5:45 | 2,251 | 1.1% | 0.95 |
| 6:00 | 1,659 | 0.8% | 0.73 |

# TYPE Turning Movement Counts

LOCATION : WEST SPRINGFIELD
INTERSECTION: ROUTE 5 & ASHLEY AVENUE
TIME : 4:30 - 6:00 PM
DATE : 12/11/90 DAY: TUESDAY




## APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 0 | 274 | 7 | 65 | 0 | 39 | 0 | 385 | 1.8% |
| 5:00 | 0 | 0 | 230 | 5 | 54 | 2 | 47 | 1 | 339 | 2.4% |
| 5:15 | 0 | 0 | 268 | 8 | 55 | 0 | 42 | 0 | 373 | 2.1% |
| 5:30 | 0 | 0 | 298 | 7 | 69 | 0 | 73 | 0 | 447 | 1.6% |
| 5:45 | 0 | 0 | 192 | 3 | 54 | 4 | 35 | 0 | 288 | 2.4% |
| 6:00 | 0 | 0 | 217 | 11 | 66 | 5 | 27 | 0 | 326 | 4.9% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 0 | 516 | 121 | 87 | 724 | 2.1% | 0.47 |
| 5:15 | 0 | 792 | 176 | 129 | 1,097 | 2.1% | 0.71 |
| 5:30 | 0 | 1,097 | 245 | 202 | 1,544 | 1.9% | 0.86 |
| 5:45 | 0 | 1,011 | 238 | 198 | 1,447 | 2.1% | 0.81 |
| 6:00 | 0 | 1,004 | 253 | 177 | 1,434 | 2.6% | 0.80 |

## APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 0 | 301 | 5 | 0 | 0 | 0 | 0 | 306 | 1.6% |
| 5:00 | 0 | 0 | 232 | 9 | 0 | 0 | 0 | 0 | 241 | 3.7% |
| 5:15 | 0 | 0 | 274 | 6 | 0 | 0 | 0 | 0 | 280 | 2.1% |
| 5:30 | 0 | 0 | 342 | 9 | 0 | 0 | 0 | 0 | 351 | 2.6% |
| 5:45 | 0 | 0 | 221 | 4 | 0 | 0 | 0 | 0 | 225 | 1.8% |
| 6:00 | 0 | 0 | 244 | 1 | 0 | 0 | 0 | 0 | 245 | 0.4% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 0 | 547 | 0 | 0 | 547 | 2.6% | 0.45 |
| 5:15 | 0 | 827 | 0 | 0 | 827 | 2.4% | 0.68 |
| 5:30 | 0 | 1,178 | 0 | 0 | 1,178 | 2.5% | 0.84 |
| 5:45 | 0 | 1,097 | 0 | 0 | 1,097 | 2.6% | 0.78 |
| 6:00 | 0 | 1,101 | 0 | 0 | 1,101 | 1.8% | 0.78 |

## APPROACH # 3 (EASTBOUND): DOES NOT APPLY

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:45 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |

## APPROACH # 4 (WESTBOUND): ASHLEY AVENUE

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 74 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 80 | 0.0% |
| 5:00 | 93 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | 109 | 2.8% |
| 5:15 | 96 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 104 | 0.0% |
| 5:30 | 69 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 78 | 0.0% |
| 5:45 | 59 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 65 | 0.0% |
| 6:00 | 63 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 70 | 1.4% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 170 | 0 | 19 | 0 | 189 | 1.6% | 0.43 |
| 5:15 | 266 | 0 | 27 | 0 | 293 | 1.0% | 0.67 |
| 5:30 | 335 | 0 | 36 | 0 | 371 | 0.8% | 0.85 |
| 5:45 | 320 | 0 | 36 | 0 | 356 | 0.8% | 0.82 |
| 6:00 | 288 | 0 | 29 | 0 | 317 | 0.3% | 0.76 |

## CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|
| 4:15 | 0 | 0.0% |
| 4:30 | 0 | 0.0% |
| 4:45 | 771 | 1.6% |
| 5:00 | 689 | 2.9% |
| 5:15 | 757 | 1.8% |
| 5:30 | 876 | 1.8% |
| 5:45 | 578 | 1.9% |
| 6:00 | 641 | 2.8% |

| PERIOD ENDING | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|
| 4:15 | XXXXXXXXXXXXXXXXXXXXX | | |
| 4:30 | XXXXXXXXXXXXXXXXXXXXX | | |
| 4:45 | XXXXXXXXXXXXXXXXXXXXX | | |
| 5:00 | 1,460 | 3.7% | 0.47 |
| 5:15 | 2,217 | 2.1% | 0.72 |
| 5:30 | 3,093 | 2.0% | 0.88 |
| 5:45 | 2,900 | 2.1% | 0.83 |
| 6:00 | 2,852 | 2.1% | 0.81 |

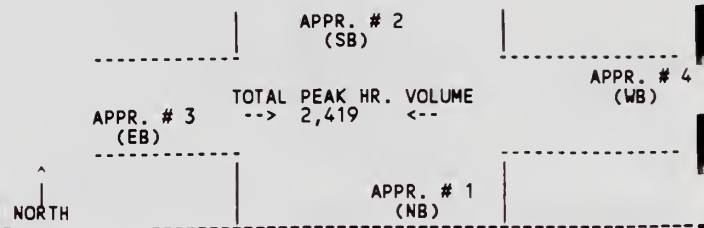
# PVPC Turning Movement Counts

LOCATION : WEST SPRINGFIELD

INTERSECTION: ROUTE 5 & WAYSIDE AVENUE

TIME : 3:30 - 5:30 PM

DATE : 03/05/91 DAY: TUESDAY




## APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 253 | 5 | 7 | 0 | 0 | 0 | 265 | 1.9% |
| 4:00 | 0 | 0 | 240 | 8 | 13 | 0 | 0 | 0 | 261 | 3.1% |
| 4:15 | 0 | 0 | 226 | 3 | 11 | 1 | 0 | 0 | 241 | 1.7% |
| 4:30 | 0 | 0 | 237 | 8 | 18 | 0 | 0 | 0 | 263 | 3.0% |
| 4:45 | 0 | 0 | 225 | 3 | 22 | 0 | 0 | 0 | 250 | 1.2% |
| 5:00 | 0 | 0 | 210 | 7 | 16 | 0 | 0 | 0 | 233 | 3.0% |
| 5:15 | 0 | 0 | 256 | 6 | 7 | 0 | 0 | 0 | 269 | 2.2% |
| 5:30 | 0 | 0 | 276 | 5 | 12 | 4 | 0 | 0 | 297 | 3.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 980 | 50 | 0 | 1,030 | 2.4% | 0.97 |
| 4:45 | 0 | 950 | 65 | 0 | 1,015 | 2.3% | 0.96 |
| 5:00 | 0 | 919 | 68 | 0 | 987 | 2.2% | 0.94 |
| 5:15 | 0 | 952 | 63 | 0 | 1,015 | 2.4% | 0.94 |
| 5:30 | 0 | 988 | 61 | 0 | 1,049 | 2.4% | 0.88 |

## APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 20 | 1 | 261 | 4 | 0 | 0 | 18 | 2 | 306 | 2.3% |
| 4:00 | 17 | 0 | 250 | 3 | 0 | 0 | 21 | 3 | 294 | 2.0% |
| 4:15 | 18 | 2 | 261 | 6 | 0 | 0 | 17 | 0 | 304 | 2.6% |
| 4:30 | 16 | 1 | 215 | 4 | 0 | 0 | 12 | 0 | 248 | 2.0% |
| 4:45 | 17 | 5 | 281 | 3 | 0 | 0 | 31 | 1 | 338 | 2.7% |
| 5:00 | 14 | 0 | 226 | 1 | 0 | 0 | 18 | 0 | 259 | 0.4% |
| 5:15 | 19 | 3 | 273 | 8 | 0 | 0 | 17 | 0 | 320 | 3.4% |
| 5:30 | 28 | 7 | 241 | 0 | 0 | 0 | 20 | 0 | 296 | 2.4% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 75 | 1,004 | 0 | 73 | 1,152 | 2.3% | 0.94 |
| 4:45 | 76 | 1,023 | 0 | 85 | 1,184 | 2.4% | 0.88 |
| 5:00 | 73 | 997 | 0 | 79 | 1,149 | 2.0% | 0.85 |
| 5:15 | 75 | 1,011 | 0 | 79 | 1,165 | 2.2% | 0.86 |
| 5:30 | 93 | 1,033 | 0 | 87 | 1,213 | 2.3% | 0.90 |

## APPROACH # 3 (EASTBOUND): DOES NOT APPLY

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |

## APPROACH # 4 (WESTBOUND): WAYSIDE AVENUE

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 26 | 0.0% |
| 4:00 | 0 | 0 | 0 | 0 | 27 | 1 | 0 | 0 | 28 | 0.0% |
| 4:15 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 22 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 36 | 2 | 0 | 0 | 38 | 0.0% |
| 4:45 | 0 | 0 | 0 | 0 | 40 | 1 | 0 | 0 | 41 | 0.0% |
| 5:00 | 0 | 0 | 0 | 0 | 27 | 1 | 0 | 0 | 28 | 0.0% |
| 5:15 | 0 | 0 | 0 | 0 | 43 | 2 | 0 | 0 | 45 | 0.0% |
| 5:30 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 43 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 0 | 114 | 0 | 114 | 0.0% | 0.00 |
| 4:45 | 0 | 0 | 129 | 0 | 129 | 0.0% | 0.00 |
| 5:00 | 0 | 0 | 129 | 0 | 129 | 0.0% | 0.00 |
| 5:15 | 0 | 0 | 152 | 0 | 152 | 0.0% | 0.00 |
| 5:30 | 0 | 0 | 157 | 0 | 157 | 0.0% | 0.00 |

## CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|
| 3:45 | ..... | 597 | 2.0% |
| 4:00 | ..... | 583 | 2.6% |
| 4:15 | ..... | 567 | 2.1% |
| 4:30 | ..... | 549 | 2.7% |
| 4:45 | ..... | 629 | 2.1% |
| 5:00 | ..... | 520 | 1.7% |
| 5:15 | ..... | 634 | 3.0% |
| 5:30 | ..... | 636 | 2.5% |

| PERIOD ENDING | | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|
| 3:45 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:00 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:15 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:30 | ..... | 2,296 | 2.4% | 0.96 |
| 4:45 | ..... | 2,328 | 2.4% | 0.93 |
| 5:00 | ..... | 2,265 | 2.2% | 0.90 |
| 5:15 | ..... | 2,332 | 2.4% | 0.92 |
| 5:30 | ..... | 2,419 | 2.4% | 0.95 |

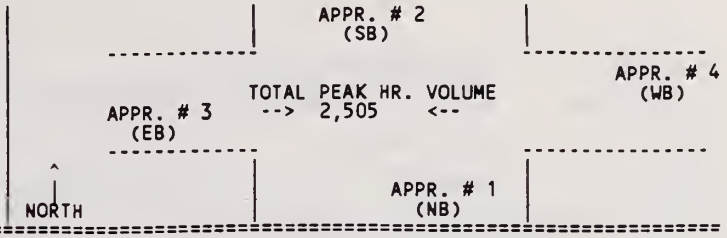
# PVPC Turning Movement Counts

LOCATION : WEST SPRINGFIELD

INTERSECTION: ROUTE 5 & BRUSH HILL ROAD

TIME : 3:30 - 5:30 PM

DATE : 03/05/91 DAY: TUESDAY




APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 26 | 0 | 243 | 7 | 0 | 0 | 28 | 0 | 304 | 2.3% |
| 4:00 | 26 | 0 | 231 | 11 | 0 | 0 | 31 | 1 | 300 | 4.0% |
| 4:15 | 33 | 1 | 212 | 2 | 0 | 0 | 20 | 0 | 268 | 1.1% |
| 4:30 | 28 | 1 | 222 | 6 | 0 | 0 | 35 | 2 | 294 | 3.1% |
| 4:45 | 32 | 0 | 228 | 3 | 0 | 0 | 36 | 2 | 301 | 1.7% |
| 5:00 | 36 | 0 | 190 | 8 | 0 | 0 | 29 | 0 | 263 | 3.0% |
| 5:15 | 39 | 0 | 239 | 8 | 0 | 0 | 38 | 0 | 324 | 2.5% |
| 5:30 | 29 | 0 | 283 | 5 | 0 | 0 | 27 | 0 | 344 | 1.5% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 115 | 934 | 0 | 117 | 1,166 | 2.7% | 0.96 |
| 4:45 | 121 | 915 | 0 | 127 | 1,163 | 2.5% | 0.97 |
| 5:00 | 131 | 871 | 0 | 124 | 1,126 | 2.2% | 0.94 |
| 5:15 | 136 | 904 | 0 | 142 | 1,182 | 2.5% | 0.91 |
| 5:30 | 136 | 964 | 0 | 132 | 1,232 | 2.1% | 0.90 |

APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 243 | 7 | 14 | 0 | 0 | 0 | 264 | 2.7% |
| 4:00 | 0 | 0 | 232 | 5 | 16 | 0 | 0 | 0 | 253 | 2.0% |
| 4:15 | 0 | 0 | 236 | 8 | 24 | 0 | 0 | 0 | 268 | 3.0% |
| 4:30 | 0 | 0 | 193 | 3 | 19 | 0 | 0 | 0 | 215 | 1.4% |
| 4:45 | 0 | 0 | 231 | 6 | 16 | 0 | 0 | 0 | 253 | 2.4% |
| 5:00 | 0 | 0 | 210 | 1 | 10 | 0 | 0 | 0 | 221 | 0.5% |
| 5:15 | 0 | 0 | 246 | 11 | 12 | 0 | 0 | 0 | 269 | 4.1% |
| 5:30 | 0 | 0 | 241 | 8 | 17 | 0 | 0 | 0 | 266 | 3.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 927 | 73 | 0 | 1,000 | 2.3% | 0.93 |
| 4:45 | 0 | 914 | 75 | 0 | 989 | 2.2% | 0.92 |
| 5:00 | 0 | 888 | 69 | 0 | 957 | 1.9% | 0.89 |
| 5:15 | 0 | 901 | 57 | 0 | 958 | 2.2% | 0.89 |
| 5:30 | 0 | 954 | 55 | 0 | 1,009 | 2.6% | 0.94 |

APPROACH # 3 (EASTBOUND): BRUSH HILL ROAD

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 26 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 54 | 0.0% |
| 4:00 | 26 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 51 | 0.0% |
| 4:15 | 33 | 1 | 0 | 0 | 40 | 0 | 0 | 0 | 74 | 1.4% |
| 4:30 | 28 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 44 | 2.3% |
| 4:45 | 32 | 0 | 0 | 0 | 62 | 1 | 0 | 0 | 95 | 1.1% |
| 5:00 | 36 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 55 | 0.0% |
| 5:15 | 39 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 64 | 0.0% |
| 5:30 | 29 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 50 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 115 | 0 | 108 | 0 | 223 | 0.9% | 0.75 |
| 4:45 | 121 | 0 | 143 | 0 | 264 | 1.1% | 0.69 |
| 5:00 | 131 | 0 | 137 | 0 | 268 | 1.1% | 0.71 |
| 5:15 | 136 | 0 | 122 | 0 | 258 | 0.8% | 0.68 |
| 5:30 | 136 | 0 | 128 | 0 | 264 | 0.4% | 0.69 |

APPROACH # 4 (WESTBOUND): DOES NOT APPLY

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.00 |

CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|
| 3:45 | 622 | 12.7% |
| 4:00 | 604 | 2.8% |
| 4:15 | 610 | 2.0% |
| 4:30 | 553 | 2.4% |
| 4:45 | 649 | 1.8% |
| 5:00 | 539 | 1.7% |
| 5:15 | 657 | 2.9% |
| 5:30 | 660 | 2.0% |

| PERIOD ENDING | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|
| 4:30 | 2,389 | 5.1% | 0.96 |
| 4:45 | 2,416 | 2.2% | 0.93 |
| 5:00 | 2,351 | 2.0% | 0.91 |
| 5:15 | 2,398 | 2.2% | 0.91 |
| 5:30 | 2,505 | 2.1% | 0.95 |

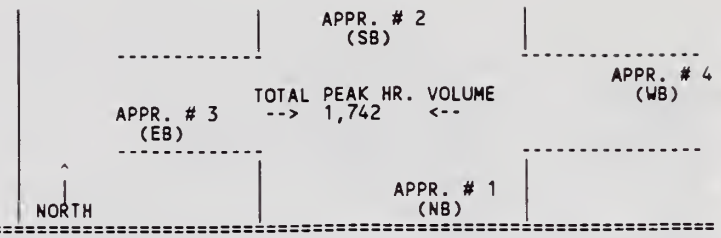
# PVPC Turning Movement Counts

LOCATION : WEST SPRINGFIELD

INTERSECTION: ROUTE 5, HIGHLAND AVENUE & MARION STREET

TIME : 3:45 - 5:45 PM

DATE : 04/04/91 DAY: THURSDAY




## APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 | 91 | 3 | 99 | 0 | 2 | 0 | 30 | 0 | 225 | 1.3% |
| 4:15 | 64 | 2 | 92 | 0 | 2 | 0 | 22 | 0 | 182 | 1.1% |
| 4:30 | 63 | 2 | 94 | 3 | 4 | 0 | 31 | 0 | 197 | 2.5% |
| 4:45 | 73 | 1 | 65 | 0 | 0 | 0 | 25 | 0 | 164 | 0.6% |
| 5:00 | 83 | 1 | 93 | 2 | 2 | 0 | 28 | 0 | 209 | 1.4% |
| 5:15 | 67 | 1 | 54 | 3 | 4 | 0 | 22 | 0 | 151 | 2.6% |
| 5:30 | 114 | 0 | 90 | 1 | 3 | 0 | 36 | 0 | 244 | 0.4% |
| 5:45 | 81 | 1 | 55 | 0 | 1 | 0 | 25 | 0 | 163 | 0.6% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:45 | 299 | 353 | 8 | 108 | 768 | 1.4% | 0.85 |
| 5:00 | 289 | 349 | 8 | 106 | 752 | 1.5% | 0.90 |
| 5:15 | 291 | 314 | 10 | 106 | 721 | 1.8% | 0.86 |
| 5:30 | 340 | 308 | 9 | 111 | 768 | 1.2% | 0.79 |
| 5:45 | 348 | 298 | 10 | 111 | 767 | 1.2% | 0.79 |

## APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 | 0 | 0 | 120 | 2 | 27 | 2 | 5 | 0 | 156 | 2.6% |
| 4:15 | 1 | 0 | 104 | 0 | 12 | 1 | 0 | 0 | 118 | 0.8% |
| 4:30 | 0 | 0 | 96 | 2 | 17 | 2 | 5 | 0 | 122 | 3.3% |
| 4:45 | 0 | 0 | 135 | 0 | 24 | 0 | 2 | 0 | 161 | 0.0% |
| 5:00 | 0 | 0 | 89 | 3 | 15 | 1 | 1 | 0 | 109 | 3.7% |
| 5:15 | 1 | 0 | 129 | 7 | 14 | 0 | 3 | 0 | 154 | 4.5% |
| 5:30 | 0 | 0 | 105 | 1 | 12 | 1 | 1 | 0 | 120 | 1.7% |
| 5:45 | 0 | 0 | 124 | 2 | 20 | 1 | 1 | 0 | 148 | 2.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:45 | 1 | 459 | 85 | 12 | 557 | 1.6% | 0.86 |
| 5:00 | 1 | 429 | 72 | 8 | 510 | 1.8% | 0.79 |
| 5:15 | 1 | 461 | 73 | 11 | 546 | 2.7% | 0.85 |
| 5:30 | 1 | 469 | 67 | 7 | 544 | 2.4% | 0.84 |
| 5:45 | 1 | 460 | 64 | 6 | 531 | 3.0% | 0.86 |

## APPROACH # 3 (EASTBOUND): HIGHLAND AVENUE

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 | 17 | 1 | 0 | 0 | 72 | 0 | 0 | 0 | 90 | 1.1% |
| 4:15 | 25 | 1 | 1 | 0 | 89 | 1 | 0 | 0 | 117 | 1.7% |
| 4:30 | 10 | 0 | 2 | 0 | 86 | 2 | 0 | 0 | 100 | 2.0% |
| 4:45 | 13 | 0 | 0 | 0 | 74 | 5 | 0 | 0 | 92 | 5.4% |
| 5:00 | 20 | 1 | 0 | 0 | 90 | 0 | 0 | 0 | 111 | 0.9% |
| 5:15 | 20 | 0 | 0 | 0 | 103 | 1 | 0 | 0 | 124 | 0.8% |
| 5:30 | 8 | 1 | 0 | 0 | 80 | 1 | 0 | 0 | 90 | 2.2% |
| 5:45 | 13 | 1 | 0 | 0 | 83 | 0 | 0 | 0 | 97 | 1.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:45 | 67 | 3 | 329 | 0 | 399 | 2.5% | 0.85 |
| 5:00 | 70 | 3 | 347 | 0 | 420 | 2.4% | 0.90 |
| 5:15 | 64 | 2 | 361 | 0 | 427 | 2.1% | 0.86 |
| 5:30 | 63 | 0 | 354 | 0 | 417 | 2.2% | 0.84 |
| 5:45 | 64 | 0 | 358 | 0 | 422 | 1.2% | 0.85 |

## APPROACH # 4 (WESTBOUND): MARION STREET

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0.0% |
| 4:15 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0.0% |
| 4:30 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 0.0% |
| 4:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0.0% |
| 5:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.0% |
| 5:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.0% |
| 5:30 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0.0% |
| 5:45 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 7 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:45 | 13 | 3 | 2 | 0 | 18 | 0.0% | 0.64 |
| 5:00 | 12 | 2 | 2 | 0 | 16 | 0.0% | 0.57 |
| 5:15 | 9 | 2 | 1 | 0 | 12 | 0.0% | 0.43 |
| 5:30 | 8 | 4 | 0 | 0 | 12 | 0.0% | 0.43 |
| 5:45 | 12 | 5 | 1 | 0 | 18 | 0.0% | 0.64 |

## CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|
| 4:00 | ..... | 475 | 6.1% |
| 4:15 | ..... | 423 | 1.2% |
| 4:30 | ..... | 426 | 2.6% |
| 4:45 | ..... | 418 | 1.4% |
| 5:00 | ..... | 431 | 1.9% |
| 5:15 | ..... | 431 | 2.8% |
| 5:30 | ..... | 461 | 1.1% |
| 5:45 | ..... | 415 | 1.2% |

| PERIOD ENDING | | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|
| 4:15 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:30 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:45 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 5:00 | ..... | 1,742 | 2.9% | 0.92 |
| 5:15 | ..... | 1,698 | 1.8% | 0.98 |
| 5:30 | ..... | 1,706 | 2.2% | 0.99 |
| 5:45 | ..... | 1,741 | 1.8% | 0.94 |
| 6:00 | ..... | 1,738 | 1.7% | 0.94 |

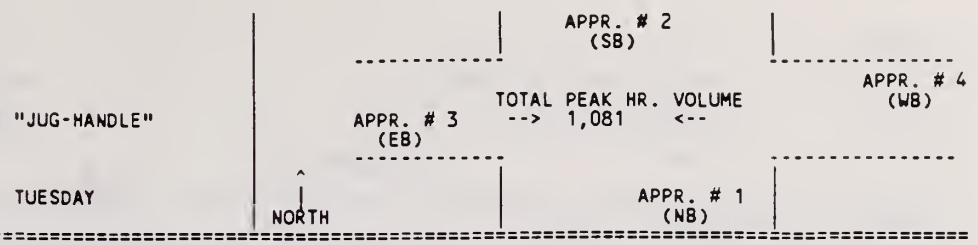
# PVPC Turning Movement Counts

LOCATION : WEST SPRINGFIELD

INTERSECTION: ROUTE 5 & PROVIDENCE HOSPITAL "JUG-HANDLE"

TIME : 3:30 - 5:30 PM

DATE : 03/12/91 DAY: TUESDAY




## APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 96 | 3 | 0 | 0 | 0 | 0 | 99 | 3.0% |
| 4:00 | 0 | 0 | 98 | 3 | 0 | 0 | 0 | 0 | 101 | 3.0% |
| 4:15 | 0 | 0 | 80 | 1 | 0 | 0 | 0 | 0 | 81 | 1.2% |
| 4:30 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 83 | 0.0% |
| 4:45 | 0 | 0 | 79 | 2 | 0 | 0 | 0 | 0 | 81 | 2.5% |
| 5:00 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 57 | 0.0% |
| 5:15 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 93 | 0.0% |
| 5:30 | 0 | 0 | 57 | 7 | 0 | 0 | 0 | 0 | 64 | 10.9% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 364 | 0 | 0 | 364 | 1.9% | 0.90 |
| 4:45 | 0 | 346 | 0 | 0 | 346 | 1.7% | 0.86 |
| 5:00 | 0 | 302 | 0 | 0 | 302 | 1.0% | 0.91 |
| 5:15 | 0 | 314 | 0 | 0 | 314 | 0.6% | 0.84 |
| 5:30 | 0 | 295 | 0 | 0 | 295 | 3.1% | 0.79 |

## APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 73 | 5 | 30 | 0 | 0 | 0 | 108 | 4.6% |
| 4:00 | 0 | 0 | 87 | 3 | 28 | 2 | 0 | 0 | 120 | 4.2% |
| 4:15 | 0 | 0 | 72 | 1 | 21 | 0 | 0 | 0 | 94 | 1.1% |
| 4:30 | 0 | 0 | 77 | 4 | 11 | 0 | 0 | 0 | 92 | 4.3% |
| 4:45 | 0 | 0 | 102 | 3 | 24 | 1 | 0 | 0 | 130 | 3.1% |
| 5:00 | 0 | 0 | 85 | 0 | 8 | 0 | 0 | 0 | 93 | 0.0% |
| 5:15 | 0 | 0 | 116 | 1 | 15 | 0 | 0 | 0 | 132 | 0.8% |
| 5:30 | 0 | 0 | 92 | 3 | 14 | 0 | 0 | 0 | 109 | 2.8% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 322 | 92 | 0 | 414 | 3.6% | 0.86 |
| 4:45 | 0 | 349 | 87 | 0 | 436 | 3.2% | 0.84 |
| 5:00 | 0 | 344 | 65 | 0 | 409 | 2.2% | 0.79 |
| 5:15 | 0 | 388 | 59 | 0 | 447 | 2.0% | 0.85 |
| 5:30 | 0 | 402 | 62 | 0 | 464 | 1.7% | 0.88 |

## APPROACH # 3 (EASTBOUND): PROVIDENCE HOSPITAL ORIVEWAY

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 51 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 64 | 0.0% |
| 4:00 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 38 | 0.0% |
| 4:15 | 43 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 54 | 0.0% |
| 4:30 | 49 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 59 | 0.0% |
| 4:45 | 52 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 66 | 0.0% |
| 5:00 | 18 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 31 | 0.0% |
| 5:15 | 20 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 27 | 0.0% |
| 5:30 | 15 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 21 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 168 | 0 | 47 | 0 | 215 | 0.0% | 0.84 |
| 4:45 | 169 | 0 | 48 | 0 | 217 | 0.0% | 0.82 |
| 5:00 | 162 | 0 | 48 | 0 | 210 | 0.0% | 0.80 |
| 5:15 | 139 | 0 | 44 | 0 | 183 | 0.0% | 0.69 |
| 5:30 | 105 | 0 | 40 | 0 | 145 | 0.0% | 0.55 |

## APPROACH # 4 (WESTBOUND): PROVIDENCE HOSPITAL "JUG-HANDLE"

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 5 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 27 | 0.0% |
| 4:00 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 24 | 0.0% |
| 4:15 | 3 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 20 | 0.0% |
| 4:30 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 17 | 0.0% |
| 4:45 | 5 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 15 | 6.7% |
| 5:00 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | 0.0% |
| 5:15 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 11 | 0.0% |
| 5:30 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 18 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 11 | 77 | 0 | 0 | 88 | 0.0% | 0.81 |
| 4:45 | 12 | 64 | 0 | 0 | 76 | 1.3% | 0.79 |
| 5:00 | 15 | 49 | 0 | 0 | 64 | 1.6% | 0.80 |
| 5:15 | 17 | 38 | 0 | 0 | 55 | 1.8% | 0.81 |
| 5:30 | 28 | 28 | 0 | 0 | 56 | 1.8% | 0.78 |

## CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|
| 3:45 | ..... | 298 | 7.7% |
| 4:00 | ..... | 283 | 2.8% |
| 4:15 | ..... | 249 | 0.8% |
| 4:30 | ..... | 251 | 1.6% |
| 4:45 | ..... | 292 | 2.4% |
| 5:00 | ..... | 193 | 0.0% |
| 5:15 | ..... | 263 | 0.4% |
| 5:30 | ..... | 212 | 4.7% |

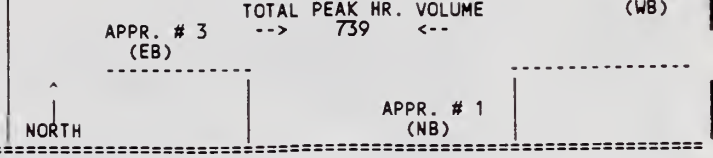
| PERIOD ENDING | | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|
| 4:15 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:30 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:45 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 5:00 | ..... | 1,081 | 3.4% | 0.91 |
| 5:15 | ..... | 1,075 | 2.0% | 0.92 |
| 5:30 | ..... | 985 | 1.3% | 0.84 |
| 5:45 | ..... | 999 | 1.2% | 0.86 |
| 6:00 | ..... | 960 | 1.9% | 0.82 |

LOCATION : HOLYOKE

INTERSECTION: RTE.5 AT AMES PLAZA (SOUTH)

TIME : 3:30 - 5:30

DATE : 5/1/91 DAY: WEDNESDAY




APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 19 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 92 | 0.0% |
| 4:00 | 16 | 1 | 66 | 0 | 0 | 0 | 0 | 0 | 83 | 1.2% |
| 4:15 | 23 | 0 | 60 | 3 | 0 | 0 | 0 | 0 | 86 | 3.5% |
| 4:30 | 19 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 71 | 0.0% |
| 4:45 | 18 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 89 | 0.0% |
| 5:00 | 24 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 102 | 0.0% |
| 5:15 | 23 | 0 | 43 | 1 | 0 | 0 | 0 | 0 | 67 | 1.5% |
| 5:30 | 26 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 79 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 78 | 254 | 0 | 0 | 332 | 1.2% | 0.90 |
| 4:45 | 77 | 252 | 0 | 0 | 329 | 1.2% | 0.92 |
| 5:00 | 84 | 264 | 0 | 0 | 348 | 0.9% | 0.85 |
| 5:15 | 84 | 245 | 0 | 0 | 329 | 0.3% | 0.81 |
| 5:30 | 91 | 246 | 0 | 0 | 337 | 0.3% | 0.83 |

APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 65 | 2 | 4 | 0 | 0 | 0 | 71 | 2.8% |
| 4:00 | 0 | 0 | 58 | 1 | 2 | 0 | 0 | 0 | 61 | 1.6% |
| 4:15 | 0 | 0 | 59 | 3 | 5 | 0 | 0 | 0 | 67 | 4.5% |
| 4:30 | 0 | 0 | 57 | 1 | 3 | 0 | 0 | 0 | 61 | 1.6% |
| 4:45 | 0 | 0 | 59 | 1 | 3 | 0 | 0 | 0 | 63 | 1.6% |
| 5:00 | 0 | 0 | 45 | 1 | 4 | 0 | 0 | 0 | 50 | 2.0% |
| 5:15 | 0 | 0 | 43 | 0 | 1 | 0 | 0 | 0 | 44 | 0.0% |
| 5:30 | 0 | 0 | 48 | 2 | 3 | 0 | 0 | 0 | 53 | 3.8% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 246 | 14 | 0 | 260 | 2.7% | 0.92 |
| 4:45 | 0 | 239 | 13 | 0 | 252 | 2.4% | 0.94 |
| 5:00 | 0 | 226 | 15 | 0 | 241 | 2.5% | 0.90 |
| 5:15 | 0 | 207 | 11 | 0 | 218 | 1.4% | 0.87 |
| 5:30 | 0 | 199 | 11 | 0 | 210 | 1.9% | 0.83 |

APPROACH # 3 (EASTBOUND): AMES PLAZA (SOUTH)

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 13 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 28 | 3.6% |
| 4:00 | 12 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 33 | 3.0% |
| 4:15 | 7 | 1 | 0 | 0 | 15 | 1 | 0 | 0 | 24 | 8.3% |
| 4:30 | 17 | 2 | 0 | 0 | 16 | 1 | 0 | 0 | 36 | 8.3% |
| 4:45 | 12 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 37 | 0.0% |
| 5:00 | 10 | 2 | 0 | 0 | 41 | 0 | 0 | 0 | 53 | 3.8% |
| 5:15 | 17 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 55 | 0.0% |
| 5:30 | 12 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 39 | 2.6% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 54 | 0 | 67 | 0 | 121 | 5.8% | 0.84 |
| 4:45 | 52 | 0 | 78 | 0 | 130 | 4.6% | 0.88 |
| 5:00 | 51 | 0 | 99 | 0 | 150 | 4.7% | 0.71 |
| 5:15 | 60 | 0 | 121 | 0 | 181 | 2.8% | 0.82 |
| 5:30 | 53 | 0 | 131 | 0 | 184 | 1.6% | 0.84 |

APPROACH # 4 (WESTBOUND):

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 4:45 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 5:00 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 5:15 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 5:30 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |

CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|
| 3:45 | 191 | 4.7% |
| 4:00 | 177 | 1.7% |
| 4:15 | 177 | 4.5% |
| 4:30 | 168 | 2.4% |
| 4:45 | 189 | 0.5% |
| 5:00 | 205 | 1.5% |
| 5:15 | 166 | 0.6% |
| 5:30 | 171 | 1.8% |

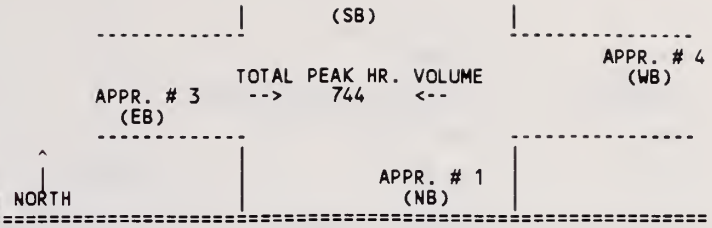
| PERIOD ENDING | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|
| 3:45 | XXXXXXXXXXXXXXXXXXXXX | | |
| 4:00 | XXXXXXXXXXXXXXXXXXXXX | | |
| 4:15 | XXXXXXXXXXXXXXXXXXXXX | | |
| 4:30 | 713 | 3.4% | 0.93 |
| 4:45 | 711 | 2.3% | 0.94 |
| 5:00 | 739 | 2.2% | 0.90 |
| 5:15 | 728 | 1.2% | 0.89 |
| 5:30 | 731 | 1.1% | 0.89 |

LOCATION : HOLYOKE

INTERSECTION: RTE.5 AT HOLYOKE PLAZA

TIME : 3:30 - 5:30

DATE : 5/1/91 DAY: WEDNESDAY




APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 12 | 0 | 72 | 1 | 2 | 0 | 0 | 0 | 87 | 1.1% |
| 4:00 | 12 | 0 | 65 | 1 | 1 | 0 | 0 | 0 | 79 | 1.3% |
| 4:15 | 8 | 0 | 58 | 4 | 1 | 0 | 0 | 0 | 71 | 5.6% |
| 4:30 | 6 | 0 | 62 | 2 | 1 | 0 | 0 | 0 | 71 | 2.8% |
| 4:45 | 16 | 0 | 66 | 0 | 1 | 0 | 0 | 0 | 83 | 0.0% |
| 5:00 | 11 | 0 | 77 | 2 | 0 | 0 | 0 | 0 | 90 | 2.2% |
| 5:15 | 7 | 0 | 53 | 1 | 0 | 0 | 0 | 0 | 61 | 1.6% |
| 5:30 | 8 | 0 | 56 | 0 | 1 | 0 | 0 | 0 | 65 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 38 | 265 | 5 | 0 | 308 | 2.6% | 0.89 |
| 4:45 | 42 | 258 | 4 | 0 | 304 | 2.3% | 0.92 |
| 5:00 | 41 | 271 | 3 | 0 | 315 | 2.5% | 0.88 |
| 5:15 | 40 | 263 | 2 | 0 | 305 | 1.6% | 0.85 |
| 5:30 | 42 | 255 | 2 | 0 | 299 | 1.0% | 0.83 |

APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 1 | 0 | 58 | 2 | 11 | 0 | 6 | 0 | 78 | 2.6% |
| 4:00 | 0 | 0 | 49 | 1 | 14 | 0 | 8 | 0 | 72 | 1.4% |
| 4:15 | 0 | 1 | 49 | 3 | 11 | 0 | 7 | 0 | 71 | 5.6% |
| 4:30 | 1 | 0 | 56 | 1 | 8 | 0 | 5 | 0 | 71 | 1.4% |
| 4:45 | 0 | 1 | 53 | 1 | 12 | 0 | 11 | 0 | 78 | 2.6% |
| 5:00 | 1 | 0 | 41 | 1 | 9 | 0 | 9 | 0 | 61 | 1.6% |
| 5:15 | 1 | 0 | 36 | 0 | 6 | 0 | 8 | 0 | 51 | 0.0% |
| 5:30 | 1 | 1 | 46 | 2 | 7 | 0 | 7 | 0 | 64 | 4.7% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 3 | 219 | 44 | 26 | 292 | 2.7% | 0.94 |
| 4:45 | 3 | 213 | 45 | 31 | 292 | 2.7% | 0.94 |
| 5:00 | 4 | 205 | 40 | 32 | 281 | 2.8% | 0.90 |
| 5:15 | 4 | 189 | 35 | 33 | 261 | 1.5% | 0.84 |
| 5:30 | 5 | 180 | 34 | 35 | 254 | 2.4% | 0.81 |

APPROACH # 3 (EASTBOUND): AMES PLAZA (NORTH)

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 24 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 31 | 0.0% |
| 4:00 | 31 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 39 | 2.6% |
| 4:15 | 27 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 37 | 0.0% |
| 4:30 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 23 | 0.0% |
| 4:45 | 17 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 22 | 0.0% |
| 5:00 | 27 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 30 | 0.0% |
| 5:15 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 22 | 0.0% |
| 5:30 | 23 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 25 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 105 | 1 | 24 | 0 | 130 | 0.8% | 0.83 |
| 4:45 | 98 | 1 | 22 | 0 | 121 | 0.8% | 0.78 |
| 5:00 | 93 | 1 | 18 | 0 | 112 | 0.0% | 0.76 |
| 5:15 | 81 | 0 | 16 | 0 | 97 | 0.0% | 0.81 |
| 5:30 | 82 | 0 | 17 | 0 | 99 | 0.0% | 0.83 |

APPROACH # 4 (WESTBOUND): HOLYOKE PLAZA

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 4 | 25.0% |
| 4:00 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 6 | 0.0% |
| 4:15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 50.0% |
| 4:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.0% |
| 5:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0.0% |
| 5:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0.0% |
| 5:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 3 | 3 | 8 | 0 | 14 | 14.3% | 0.58 |
| 4:45 | 4 | 2 | 5 | 0 | 11 | 9.1% | 0.46 |
| 5:00 | 3 | 1 | 3 | 0 | 7 | 14.3% | 0.88 |
| 5:15 | 2 | 0 | 5 | 0 | 7 | 14.3% | 0.88 |
| 5:30 | 2 | 1 | 3 | 0 | 6 | 0.0% | 0.75 |

CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|
| 3:45 | ..... | 200 | 8.5% |
| 4:00 | ..... | 196 | 1.5% |
| 4:15 | ..... | 181 | 4.4% |
| 4:30 | ..... | 167 | 2.4% |
| 4:45 | ..... | 184 | 1.1% |
| 5:00 | ..... | 183 | 1.6% |
| 5:15 | ..... | 136 | 0.7% |
| 5:30 | ..... | 155 | 1.9% |

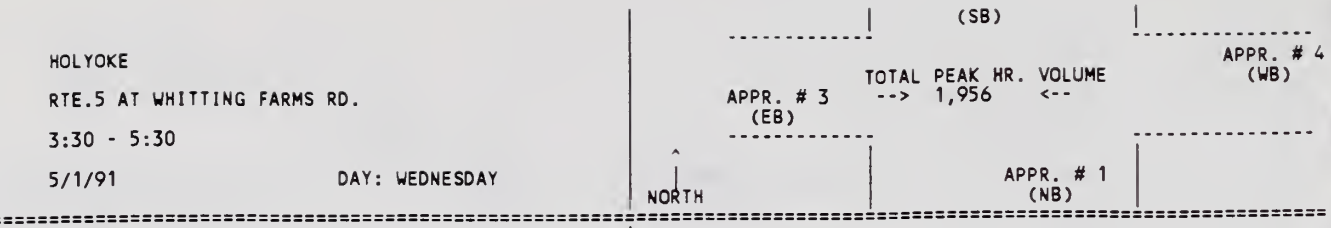
| PERIOD ENDING | | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|
| 3:45 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:00 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:15 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:30 | ..... | 744 | 4.3% | 0.93 |
| 4:45 | ..... | 728 | 2.3% | 0.93 |
| 5:00 | ..... | 715 | 2.4% | 0.97 |
| 5:15 | ..... | 670 | 1.5% | 0.91 |
| 5:30 | ..... | 658 | 1.4% | 0.89 |

LOCATION : HOLYOKE

INTERSECTION: RTE.5 AT WHITTING FARMS RD.

TIME : 3:30 - 5:30

DATE : 5/1/91 DAY: WEDNESDAY




APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 11 | 1 | 91 | 1 | 0 | 0 | 2 | 0 | 106 | 1.9% |
| 4:00 | 10 | 0 | 96 | 0 | 0 | 0 | 1 | 0 | 107 | 0.0% |
| 4:15 | 9 | 2 | 82 | 1 | 0 | 0 | 1 | 0 | 95 | 3.2% |
| 4:30 | 12 | 1 | 77 | 1 | 0 | 0 | 1 | 0 | 92 | 2.2% |
| 4:45 | 6 | 0 | 87 | 0 | 0 | 0 | 1 | 0 | 94 | 0.0% |
| 5:00 | 11 | 1 | 101 | 0 | 0 | 0 | 2 | 0 | 115 | 0.9% |
| 5:15 | 7 | 0 | 69 | 1 | 0 | 0 | 2 | 0 | 79 | 1.3% |
| 5:30 | 10 | 0 | 74 | 0 | 0 | 0 | 2 | 0 | 86 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 46 | 349 | 0 | 5 | 400 | 1.8% | 0.93 |
| 4:45 | 40 | 344 | 0 | 4 | 388 | 1.3% | 0.91 |
| 5:00 | 42 | 349 | 0 | 5 | 396 | 1.5% | 0.86 |
| 5:15 | 38 | 336 | 0 | 6 | 380 | 1.1% | 0.83 |
| 5:30 | 35 | 332 | 0 | 7 | 374 | 0.5% | 0.81 |

APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 67 | 2 | 159 | 1 | 0 | 0 | 229 | 1.3% |
| 4:00 | 0 | 0 | 61 | 1 | 155 | 1 | 0 | 0 | 218 | 0.9% |
| 4:15 | 0 | 0 | 63 | 2 | 140 | 2 | 0 | 0 | 207 | 1.9% |
| 4:30 | 0 | 0 | 64 | 1 | 169 | 2 | 0 | 0 | 236 | 1.3% |
| 4:45 | 0 | 0 | 69 | 0 | 153 | 0 | 0 | 0 | 222 | 0.0% |
| 5:00 | 0 | 0 | 52 | 1 | 168 | 1 | 0 | 0 | 222 | 0.9% |
| 5:15 | 0 | 0 | 42 | 0 | 169 | 0 | 0 | 0 | 211 | 0.0% |
| 5:30 | 0 | 0 | 53 | 1 | 146 | 1 | 0 | 0 | 201 | 1.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 261 | 629 | 0 | 890 | 1.3% | 0.94 |
| 4:45 | 0 | 261 | 622 | 0 | 883 | 1.0% | 0.94 |
| 5:00 | 0 | 252 | 635 | 0 | 887 | 1.0% | 0.94 |
| 5:15 | 0 | 229 | 662 | 0 | 891 | 0.6% | 0.94 |
| 5:30 | 0 | 218 | 638 | 0 | 856 | 0.5% | 0.96 |

APPROACH # 3 (EASTBOUND): WHITTING FARMS RD.

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 132 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 139 | 0.0% |
| 4:00 | 163 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 172 | 0.0% |
| 4:15 | 179 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 184 | 1.1% |
| 4:30 | 136 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 143 | 1.4% |
| 4:45 | 172 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 181 | 1.1% |
| 5:00 | 159 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 165 | 0.0% |
| 5:15 | 173 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 180 | 0.0% |
| 5:30 | 134 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 140 | 0.7% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 613 | 0 | 25 | 0 | 638 | 0.6% | 0.87 |
| 4:45 | 654 | 0 | 26 | 0 | 680 | 0.9% | 0.92 |
| 5:00 | 650 | 0 | 23 | 0 | 673 | 0.9% | 0.91 |
| 5:15 | 643 | 0 | 26 | 0 | 669 | 0.6% | 0.92 |
| 5:30 | 639 | 0 | 27 | 0 | 666 | 0.5% | 0.92 |

APPROACH # 4 (WESTBOUND): 0

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ERR |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 4:45 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 5:00 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 5:15 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 5:30 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |

CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|
| 3:45 | ..... | 474 | 3.4% |
| 4:00 | ..... | 497 | 0.4% |
| 4:15 | ..... | 486 | 1.9% |
| 4:30 | ..... | 471 | 1.5% |
| 4:45 | ..... | 497 | 0.4% |
| 5:00 | ..... | 502 | 0.6% |
| 5:15 | ..... | 470 | 0.2% |
| 5:30 | ..... | 427 | 0.7% |

| PERIOD ENDING | | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|
| 3:45 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:00 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:15 | XXXXXXXXXXXXXXXXXXXXX | | | |
| 4:30 | ..... | 1,928 | 1.8% | 0.97 |
| 4:45 | ..... | 1,951 | 1.0% | 0.98 |
| 5:00 | ..... | 1,956 | 1.1% | 0.97 |
| 5:15 | ..... | 1,940 | 0.7% | 0.97 |
| 5:30 | ..... | 1,896 | 0.5% | 0.94 |

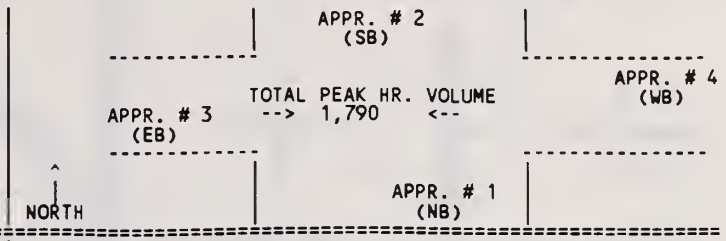
# PVPC Turning Movement Counts

LOCATION : HOLYOKE

INTERSECTION: ROUTE 5 & LAUREL STREET

TIME : 3:30 - 5:30 PM

DATE : 4/10/91 DAY: WEDNESDAY




APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 132 | 1 | 126 | 0 | 0 | 0 | 259 | 0.4% |
| 4:00 | 0 | 0 | 109 | 3 | 96 | 0 | 0 | 0 | 208 | 1.4% |
| 4:15 | 0 | 0 | 133 | 1 | 95 | 0 | 0 | 0 | 229 | 0.4% |
| 4:30 | 0 | 0 | 136 | 1 | 78 | 0 | 0 | 0 | 215 | 0.5% |
| 4:45 | 0 | 0 | 118 | 1 | 75 | 1 | 0 | 0 | 195 | 1.0% |
| 5:00 | 0 | 0 | 105 | 1 | 103 | 0 | 0 | 0 | 209 | 0.5% |
| 5:15 | 0 | 0 | 136 | 0 | 99 | 0 | 0 | 0 | 235 | 0.0% |
| 5:30 | 0 | 0 | 129 | 0 | 86 | 1 | 0 | 0 | 216 | 0.5% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 516 | 395 | 0 | 911 | 0.7% | 0.88 |
| 4:45 | 0 | 502 | 345 | 0 | 847 | 0.8% | 0.92 |
| 5:00 | 0 | 496 | 352 | 0 | 848 | 0.6% | 0.93 |
| 5:15 | 0 | 498 | 356 | 0 | 854 | 0.5% | 0.91 |
| 5:30 | 0 | 490 | 365 | 0 | 855 | 0.5% | 0.91 |

APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 10 | 1 | 116 | 3 | 0 | 0 | 0 | 0 | 130 | 3.1% |
| 4:00 | 4 | 0 | 133 | 2 | 0 | 0 | 0 | 0 | 139 | 1.4% |
| 4:15 | 0 | 0 | 111 | 1 | 0 | 0 | 0 | 0 | 112 | 0.9% |
| 4:30 | 6 | 0 | 124 | 1 | 0 | 0 | 0 | 0 | 131 | 0.8% |
| 4:45 | 7 | 0 | 108 | 1 | 0 | 0 | 0 | 0 | 116 | 0.9% |
| 5:00 | 7 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 148 | 0.0% |
| 5:15 | 4 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 136 | 0.0% |
| 5:30 | 3 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 110 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 21 | 491 | 0 | 0 | 512 | 1.6% | 0.92 |
| 4:45 | 17 | 481 | 0 | 0 | 498 | 1.0% | 0.90 |
| 5:00 | 20 | 487 | 0 | 0 | 507 | 0.6% | 0.86 |
| 5:15 | 24 | 507 | 0 | 0 | 531 | 0.4% | 0.90 |
| 5:30 | 21 | 489 | 0 | 0 | 510 | 0.2% | 0.86 |

APPROACH # 3 (EASTBOUND): DOES NOT APPLY

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 4:45 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 5:00 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 5:15 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |
| 5:30 | 0 | 0 | 0 | 0 | 0 | ERR | ERR |

APPROACH # 4 (WESTBOUND): LAUREL STREET

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 3:45 | 100 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 103 | 1.0% |
| 4:00 | 87 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 91 | 0.0% |
| 4:15 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0.0% |
| 4:30 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0.0% |
| 4:45 | 74 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 76 | 0.0% |
| 5:00 | 88 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 89 | 0.0% |
| 5:15 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0.0% |
| 5:30 | 81 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 83 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 4:30 | 361 | 0 | 6 | 0 | 367 | 0.3% | 0.89 |
| 4:45 | 334 | 0 | 6 | 0 | 340 | 0.0% | 0.89 |
| 5:00 | 335 | 0 | 3 | 0 | 338 | 0.0% | 0.89 |
| 5:15 | 346 | 0 | 3 | 0 | 349 | 0.0% | 0.92 |
| 5:30 | 332 | 0 | 5 | 0 | 337 | 0.0% | 0.95 |

CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|
| 3:45 | 492 | 0.0% |
| 4:00 | 438 | 1.1% |
| 4:15 | 419 | 0.5% |
| 4:30 | 441 | 0.5% |
| 4:45 | 387 | 0.8% |
| 5:00 | 446 | 0.2% |
| 5:15 | 460 | 0.0% |
| 5:30 | 409 | 0.2% |

| PERIOD ENDING | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|
| 4:30 | 1,790 | 0.5% | 0.91 |
| 4:45 | 1,685 | 0.7% | 0.96 |
| 5:00 | 1,693 | 0.5% | 0.95 |
| 5:15 | 1,734 | 0.3% | 0.94 |
| 5:30 | 1,702 | 0.3% | 0.93 |

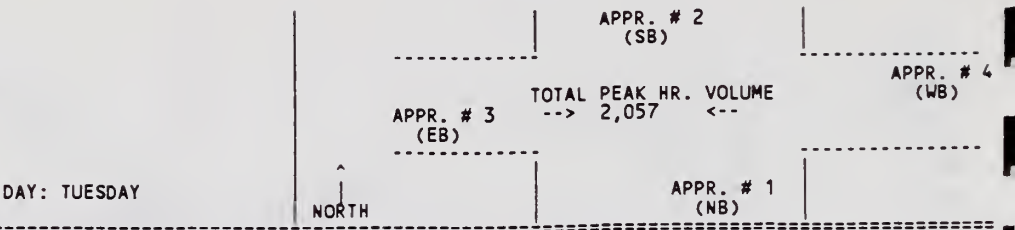
# PVPC Turning Movement Counts

LOCATION : HOLYOKE

INTERSECTION: ROUTE 5 & BEECH STREEET

TIME : 4:00 - 6:00 PM

DATE : 04/02/91 DAY: TUESDAY




APPROACH # 1 (NORTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 16 | 0 | 59 | 0 | 27 | 1 | 0 | 0 | 103 | 1.0% |
| 4:30 | 25 | 1 | 70 | 1 | 30 | 1 | 0 | 0 | 128 | 2.3% |
| 4:45 | 14 | 0 | 85 | 0 | 42 | 0 | 0 | 0 | 141 | 0.0% |
| 5:00 | 16 | 0 | 85 | 1 | 52 | 0 | 0 | 0 | 154 | 0.6% |
| 5:15 | 18 | 0 | 75 | 0 | 47 | 0 | 0 | 0 | 140 | 0.0% |
| 5:30 | 20 | 0 | 71 | 0 | 41 | 0 | 0 | 0 | 132 | 0.0% |
| 5:45 | 12 | 0 | 70 | 0 | 39 | 1 | 0 | 0 | 122 | 0.8% |
| 6:00 | 11 | 0 | 64 | 1 | 40 | 0 | 0 | 0 | 116 | 0.9% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 72 | 301 | 153 | 0 | 526 | 1.0% | 0.85 |
| 5:15 | 74 | 317 | 172 | 0 | 563 | 0.7% | 0.91 |
| 5:30 | 68 | 317 | 182 | 0 | 567 | 0.2% | 0.92 |
| 5:45 | 66 | 302 | 180 | 0 | 548 | 0.4% | 0.89 |
| 6:00 | 61 | 281 | 168 | 0 | 510 | 0.4% | 0.91 |

APPROACH # 2 (SOUTHBOUND): ROUTE 5

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 4 | 0 | 53 | 0 | 20 | 0 | 0 | 0 | 77 | 0.0% |
| 4:30 | 8 | 1 | 84 | 1 | 32 | 0 | 0 | 0 | 126 | 1.6% |
| 4:45 | 0 | 2 | 78 | 0 | 37 | 0 | 0 | 0 | 117 | 1.7% |
| 5:00 | 14 | 0 | 93 | 1 | 36 | 0 | 0 | 0 | 144 | 0.7% |
| 5:15 | 4 | 0 | 88 | 1 | 40 | 1 | 0 | 0 | 134 | 1.5% |
| 5:30 | 14 | 0 | 56 | 0 | 35 | 0 | 0 | 0 | 105 | 0.0% |
| 5:45 | 5 | 1 | 69 | 0 | 43 | 1 | 0 | 0 | 119 | 1.7% |
| 6:00 | 9 | 1 | 85 | 0 | 34 | 2 | 0 | 0 | 131 | 2.3% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 29 | 310 | 125 | 0 | 464 | 1.1% | 0.81 |
| 5:15 | 29 | 346 | 146 | 0 | 521 | 1.3% | 0.90 |
| 5:30 | 34 | 317 | 149 | 0 | 500 | 1.0% | 0.87 |
| 5:45 | 38 | 308 | 156 | 0 | 502 | 1.0% | 0.87 |
| 6:00 | 34 | 299 | 156 | 0 | 489 | 1.4% | 0.91 |

APPROACH # 3 (EASTBOUND): BEECH STREET

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 16 | 0 | 74 | 2 | 7 | 0 | 0 | 0 | 99 | 2.0% |
| 4:30 | 23 | 1 | 86 | 4 | 17 | 1 | 0 | 0 | 132 | 4.5% |
| 4:45 | 26 | 0 | 82 | 2 | 2 | 0 | 0 | 0 | 112 | 1.8% |
| 5:00 | 19 | 1 | 81 | 2 | 11 | 0 | 0 | 0 | 114 | 2.6% |
| 5:15 | 26 | 0 | 79 | 2 | 10 | 0 | 0 | 0 | 117 | 1.7% |
| 5:30 | 28 | 0 | 82 | 2 | 15 | 0 | 0 | 0 | 127 | 1.6% |
| 5:45 | 16 | 1 | 73 | 2 | 11 | 0 | 0 | 0 | 103 | 2.9% |
| 6:00 | 23 | 0 | 73 | 0 | 12 | 0 | 0 | 0 | 108 | 0.0% |

PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 86 | 333 | 38 | 0 | 457 | 2.8% | 0.87 |
| 5:15 | 96 | 338 | 41 | 0 | 475 | 2.7% | 0.90 |
| 5:30 | 100 | 332 | 38 | 0 | 470 | 1.9% | 0.93 |
| 5:45 | 91 | 323 | 47 | 0 | 461 | 2.2% | 0.91 |
| 6:00 | 94 | 313 | 48 | 0 | 455 | 1.5% | 0.90 |

APPROACH # 4 (WESTBOUND): BEECH STREET

| PERIOD ENDING | LEFT C | LEFT T | THRU C | THRU T | RIGHT C | RIGHT T | U-TRN C | U-TRN T | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 | 9 | 0 | 63 | 1 | 8 | 0 | 0 | 0 | 81 | 1.2% |
| 4:30 | 24 | 0 | 67 | 1 | 6 | 0 | 0 | 0 | 98 | 1.0% |
| 4:45 | 25 | 0 | 102 | 3 | 16 | 1 | 0 | 0 | 147 | 2.7% |
| 5:00 | 18 | 0 | 81 | 1 | 3 | 0 | 0 | 0 | 103 | 1.0% |
| 5:15 | 23 | 0 | 93 | 8 | 21 | 0 | 0 | 0 | 145 | 5.5% |
| 5:30 | 25 | 0 | 87 | 2 | 11 | 0 | 0 | 0 | 125 | 1.6% |
| 5:45 | 28 | 1 | 77 | 0 | 10 | 0 | 0 | 0 | 116 | 0.9% |
| 6:00 | 22 | 0 | 73 | 0 | 3 | 0 | 0 | 0 | 98 | 0.0% |

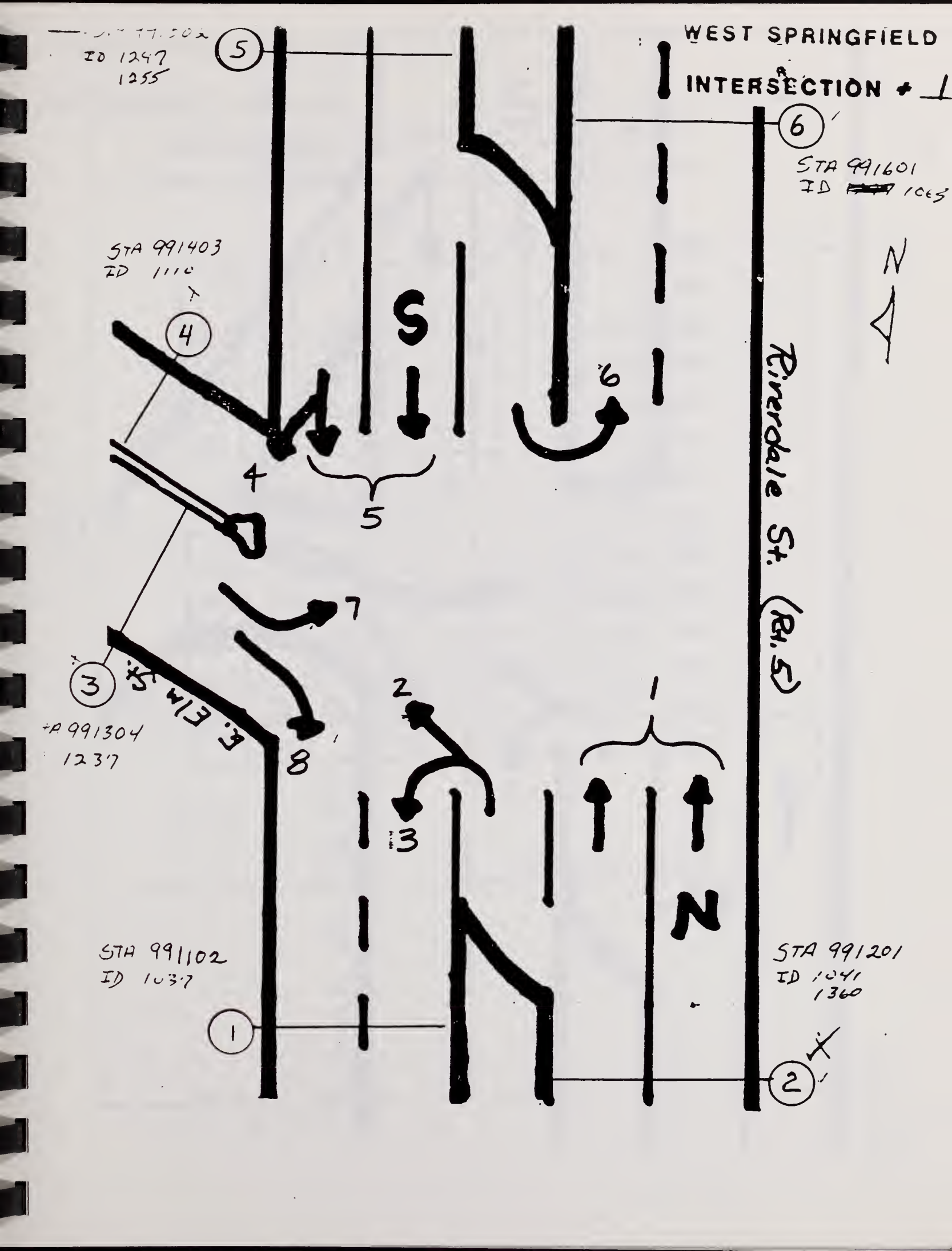
PEAK HOUR VOLUMES BY MOVEMENT

| PERIOD ENDING | LEFT | THRU | RIGHT | U-TRN | 1 HOUR APPROACH TOTAL | % TRUCKS | PHF |
|---|---|---|---|---|---|---|---|
| 5:00 | 76 | 319 | 34 | 0 | 429 | 1.6% | 0.73 |
| 5:15 | 90 | 356 | 47 | 0 | 493 | 2.8% | 0.84 |
| 5:30 | 91 | 377 | 52 | 0 | 520 | 2.9% | 0.88 |
| 5:45 | 95 | 349 | 45 | 0 | 489 | 2.5% | 0.84 |
| 6:00 | 99 | 340 | 45 | 0 | 484 | 2.3% | 0.83 |

CUMULATIVE INTERSECTION TOTALS:

| PERIOD ENDING | 15 MIN. TOTAL | 15 MIN. % TRUCKS |
|---|---|---|
| 4:15 | 360 | 3.9% |
| 4:30 | 484 | 2.5% |
| 4:45 | 517 | 1.5% |
| 5:00 | 515 | 1.2% |
| 5:15 | 536 | 2.2% |
| 5:30 | 489 | 0.8% |
| 5:45 | 460 | 1.5% |
| 6:00 | 453 | 0.9% |

| PERIOD ENDING | 1 HOUR TOTAL | % TRUCKS | PHF |
|---|---|---|---|
| 5:00 | 1,876 | 2.1% | 0.91 |
| 5:15 | 2,052 | 1.9% | 0.96 |
| 5:30 | 2,057 | 1.5% | 0.96 |
| 5:45 | 2,000 | 1.5% | 0.93 |
| 6:00 | 1,938 | 1.4% | 0.90 |


WEST SPRINGFIELD
INTERSECTION # 1
STA 991502
ID 1247
1255
STA 991601
ID 1063
STA 991403
ID 1110
STA 991304
1237
STA 991102
ID 1037
STA 991201
ID 1041
1360
Pinerdale St. (Rt. 5)
N
S
5
6
4
7
8
3
2
1

BUREAU OF TRANSPORTATION PLANNING AND DEVELOPMENT

INT. #

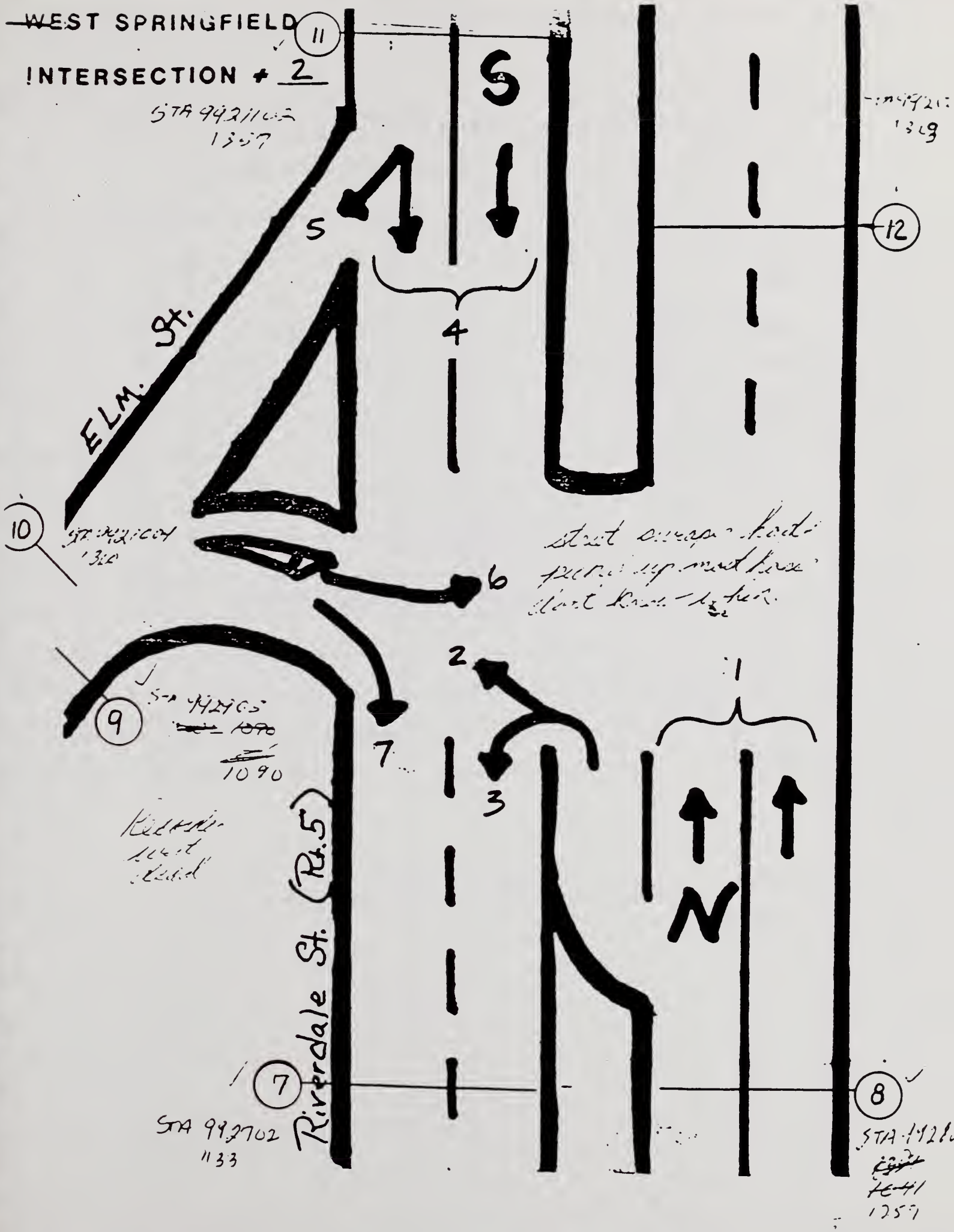
CITY/TOWN W. SPRINGFIELD RTE/ST RTE. 5 (RIVERDALE ST.)

LOCATION @ E. ELM ST. DATE ~~2-6-90~~ 2-6-90 DAY OF WEEK Tues.

| TURN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| HOUR | | | | | | | | |
| 7-8am | 349 | 174 | 5 | 13 | 378 | 34 | 45 | 414 |
| 8-9am | 421 | 218 | 4 | 27 | 379 | 54 | 60 | 373 |
| 9-10am | 436 | 178 | 4 | 27 | 370 | 46 | 48 | 170 |
| 10-11am | 485 | 157 | 4 | 4 | 407 | 48 | 54 | 184 |
| 11-12pm | 623 | 166 | 2 | 24 | 577 | 42 | 61 | 116 |
| 12-1pm | 612 | 203 | 4 | 43 | 634 | 91 | 84 | 114 |
| 1-2pm | 628 | 226 | 5 | 49 | 622 | 65 | 76 | 120 |
| 2-3pm | 585 | 215 | 9 | 35 | 647 | 60 | 73 | 164 |
| 3-4pm | 663 | 337 | 6 | 21 | 717 | 55 | ~~73~~ 61 | 145 |
| 4-5pm | 775 | 502 | 13 | 26 | 602 | 49 | 103 | 148 |
| 5-6pm | 754 | 468 | 6 | 25 | 655 | 53 | 67 | 159 |
| TOTAL | | | | | | | | |

WEATHER: Clear 45°

COMMENTS:


WEST SPRINGFIELD
INTERSECTION # 2
STA 992+02
1357
11
S
S
4
12
ELM. St.
10
6
2
1
9
7
3
N
Riverdale St. (Rt. 5)
7
8
STA 992+02
1133
STA 992+
1357

BUREAU OF TRANSPORTATION PLANNING AND DEVELOPMENT

INT. # 2

CITY/TOWN W. SPRINGFIELD RTE/ST RTE. 5 (RIVERDALE ST.)

LOCATION (2) ELM ST. DATE 2-13-90 DAY OF WEEK Tues.

| TURN | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|
| HOUR | | | | | | | |
| 7-8am | 424 | 4 | 12 | 364 | 293 | 228 | 2 |
| 8-9am | 490 | 18 | 42 | 411 | 322 | 204 | 7 |
| 9-10am | 545 | 19 | 30 | 416 | 319 | 258 | 4 |
| 10-11am | 612 | 13 | 32 | 441 | 372 | 283 | 6 |
| 11-12pm | 732 | 38 | 43 | 552 | 452 | 294 | 8 |
| 12-1pm | 897 | 24 | 75 | 626 | 460 | 356 | 14 |
| 1-2pm | 861 | 30 | 48 | 676 | 414 | 349 | 15 |
| 2-3pm | 817 | 31 | 50 | 687 | 501 | 34 | 6 |
| 3-4pm | 804 | 29 | 47 | 715 | 548 | 339 | 10 |
| 4-5pm | 822 | 25 | 65 | 672 | 545 | 404 | 8 |
| 5-6pm | 890 | 49 | 57 | 678 | 494 | 402 | 11 |
| TOTAL | | | | | | | |

WEATHER: Cool Clear 40's

COMMENTS:

# APPENDIX G

# TRAFFIC CONTROL SIGNAL PERMITS

COMMONWEALTH OF MASSACHUSETTS — DEPARTMENT OF PUBLIC WORKS

# WEST SPRINGFIELD

## TRAFFIC SIGNAL LAYOUT

## RTE. 5 (RIVERDALE RD.) AT EAST ELM ST.

Scale: 1" = 40' — Signal No. 2-502 — Date: Sept. 21, 1977

SEQUENCE AND TIMING

| | Housings | 1 | | 2 | 3 | 4 | | 5 | 6 | 7 | | 8 | 9 | FLASH OPER. | EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | | | ØA | | | 5 | ØB | | | 5 | ØC | | | | |
| VEHICLE INTERVAL | | | | | | 5 | | | | 5 | | | | | |
| MINIMUM | | 35 | | | | | | | | | | | | | |
| MAXIMUM | | | | | | 25 | | | | 25 | | | | | |
| OTHER INTERVALS | | | | 3 | 2 | | | 3 | 2 | | | 3 | 2 | | |
| Rte. 5 (NB) | A-B | ↑ | | Y | R | R | | R | R | R | | R | R | Y | |
| Rte. 5 (NB, Lt. Turn) | C | R | | R | R | ↩ | | Y | R | R | | R | R | Y | |
| Rte. 5 (SB) | D-E | ↑ | | Y | R | R | | R | R | R | | R | R | Y | |
| Rte. 5 (SB, "U" Turn) | F | R | | R | R | ← | | Y | R | R | | R | R | Y | |
| Rte. 5 (SB, Rt. Turn) | G | → | | Y ① | R ① | R | | R | R | → | | → | → | Y | |
| E. Elm St. (Lt. Turn) | H-J | R | | R | R | R | | R | R | ↩ | | Y | R | R | |
| E. Elm St. (Rt. Turn) | I | R | | R | R | → | | Y ② | R ② | → | | Y | R | R | |

MAJOR ITEM REQUIRED

| NUMBER | ITEMS |
|---|---|
| 2 | Standard Signal Post (10') |
| 3 | Mast Arm (1-25', 2-30') |
| 1 | 2 Way 3 Lens Housing (12") |
| 8 | 1 Way 3 Lens Housing (12") |
| 1 | Controller, Type 3 |
| 4 | Magnetic Detector |
| 2 | Magnetic Detector Amplifier |
| 2 | 12" X 12" Pull Box |
| 3 | 13" X 23" Pull Box |
| 1 | Service Connection |
| | |
| | |
| | |
| | |
| | Necessary Duct, Cable, Misc. Material etc. |

NOTES

OFFICE RECORD AND REVISIONS

Power Pole No.- W.M.E.C. 42B

Meter No.- 36-662-265

Completed: Aug. 9, 1977

Checked: 10/20/77
C.S. - A.G.D.

Supersedes Layout Dated 10/21/60

① - → Remains if Ø C Follows

② - → Remains if Ø C Follows

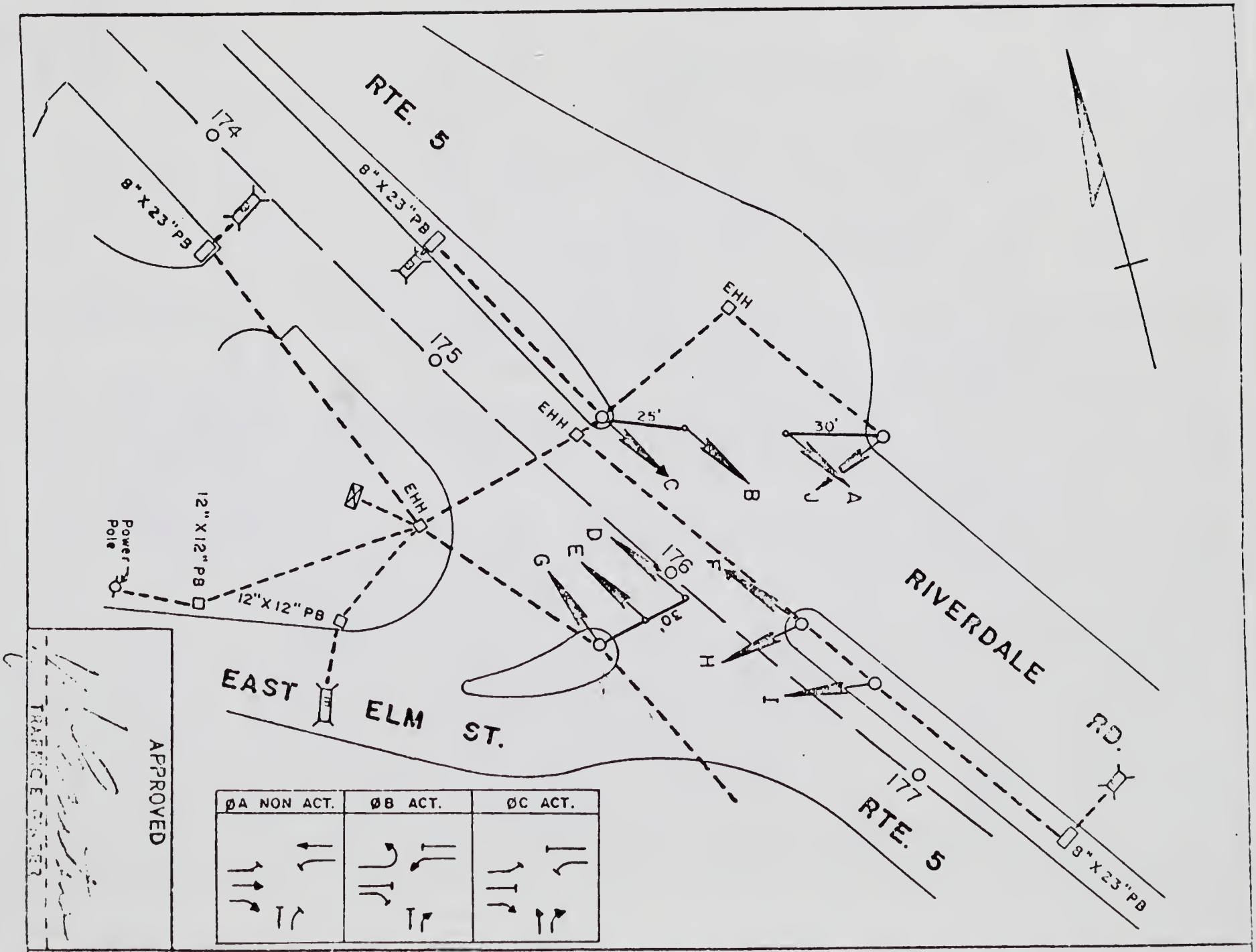
- ◯ SIGNAL POST
- PULL BOX (Size Specified)
- CONTROL
- FLASHER
- WOODEN POLE
- MAST ARM
- SONIC DETECTOR
- PRESSURE DETECTOR
- MAGNETIC DETECTOR
- ⊗ PEDESTRIAN PUSH BUTTON

- SIGNAL OR FLASHER HOUSING
- R = RED W = WALK
- Y = YELLOW FDW = FLASH DON'T WALK
- G = GREEN DW = DON'T WALK
- VA = VERTICAL ARROW
- LA = LEFT ARROW
- RA = RIGHT ARROW
- === PROPOSED CONDUIT
- — EXISTING CONDUIT
- —— OVERHEAD CABLE

- LOOP DETECTOR
- WALK - DON'T WALK PEDESTRIAN HOUSING
- FLASHER & METER PEDESTAL

| | | Date | By |
|---|---|---|---|
| Field Survey | Made | | |
| | Checked | | |
| Drawing | Made | 9/27/77 | J.P.S. |
| | Checked | 11/7/77 | A.G.D. |

HED. 772-500-10-68 043283


RTE. 5
174
175
176
177
8" X 23" PB
8" X 23" PB
8" X 23" PB
EHH
EHH
EHH
25'
30'
30'
A
B
C
D
E
F
G
H
I
J
12" X 12" PB
12" X 12" PB
Power Pole
EAST ELM ST.
RIVERDALE RD.
RTE. 5
APPROVED
TRAFFIC ENGINEER
ØA NON ACT.
ØB ACT.
ØC ACT.

COMMONWEALTH OF MASSACHUSETTS — DEPARTMENT OF PUBLIC WORKS

# WEST SPRINGFIELD

## TRAFFIC SIGNAL LAYOUT

## RIVERDALE ST. (RTE. 5) AT NORTH ELM ST.

Scale: 1" = 40' — Signal No. 2-734 — Date: 11/30/72

### SEQUENCE AND TIMING

| | Housings | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | FLASH OPER. | EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | | | | | 7 | | | 7 | | | | | | | |
| VEHICLE INTERVAL | | | | | 5 | | | 5 | | | | | | | |
| MINIMUM | | 40 | | | | | | | | | | | | | |
| MAXIMUM | | | | | 25 | | | 20 | | | | | | | |
| OTHER INTERVALS | | | 4 | 2 | | 4 | 1 | | 4 | 1 | | | | | |
| Rte. 5 (N.B.) | A-B | VA | Y↑ | R↑ | R | R | R | VA | VA | VA | | | | Y | |
| Rte. 5 (Lt. to N.Elm) | C | R | R | R | R | R | R | LA | Y | R | | | | Y | |
| Rte. 5 (S.B.) | D-E | VA | Y | R | R | R | R | R | R | R | | | | Y | |
| N. Elm St. (E.B.) | F-G | R | R | R | G | Y | R | R | R | R | | | | R | |
| | | | | | | | | | | | | | | | |
| | | Phase A | | | Phase B | | | Phase C | | | | | | | |

MAJOR ITEMS REQUIRED — NOTE: * If Phase B Follows — NOTES

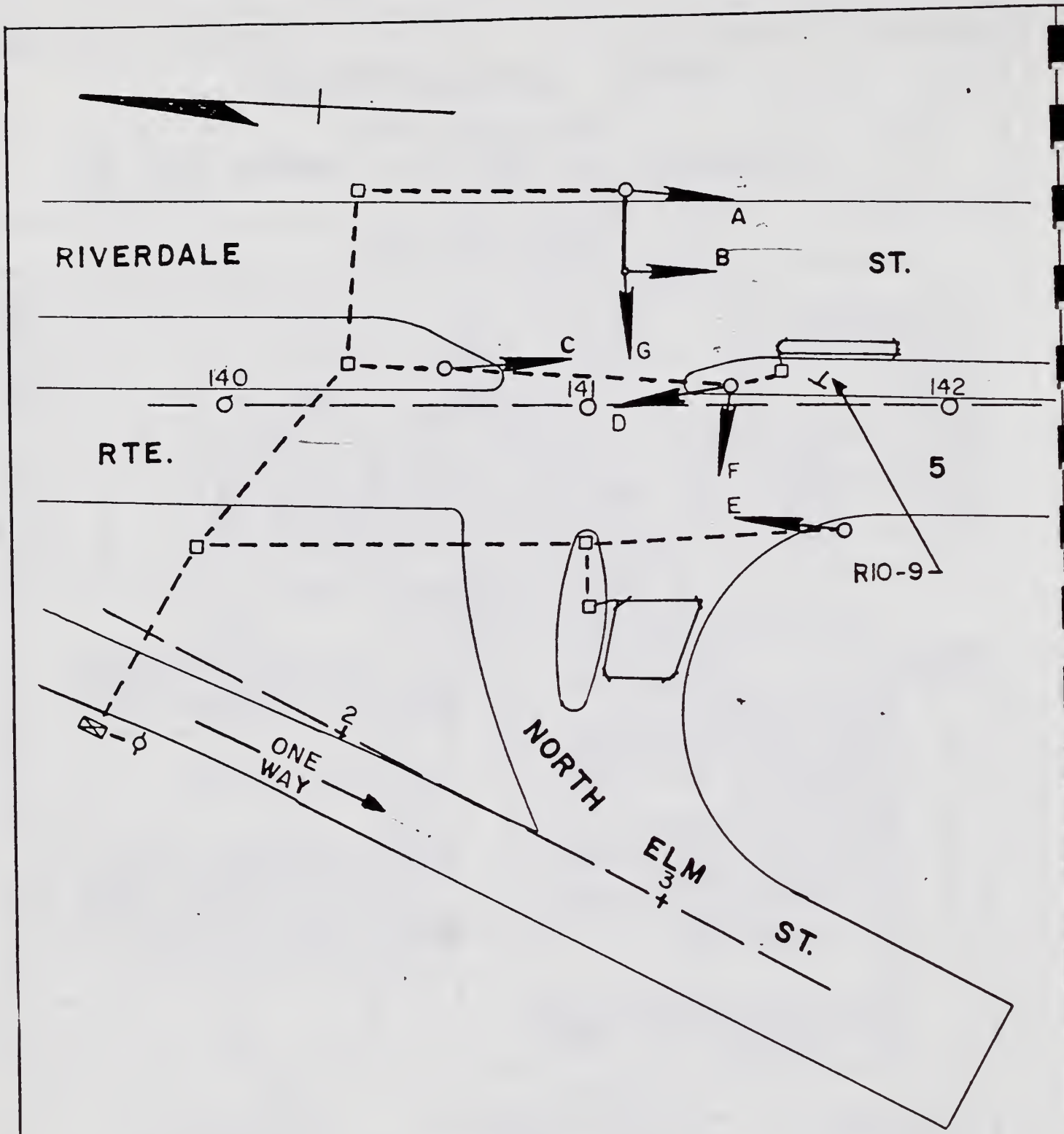
| NUMBER | ITEMS |
|---|---|
| 3 | Standard Signal Posts (10') |
| 1 | Mast Arm (25') |
| 2 | 2 Way 1-4, 3-3 Lens Housing |
| 3 | 1 Way 1-4, 2-3 Lens Housing |
| 1 | Controller |
| 2 | Wire Loop Detectors |
| 2 | Wire Loop Detector Relays |
| 5 | 12" X 12" Pull Boxes |
| 1 | 24" X 24" Electric Hand Hole |
| 1 | Service Connection |
| | |
| | |
| | Necessary Duct, Cable, Misc. Material, |
| | Labor & Equipment To Complete |
| | The Installation |

| OFFICE RECORD AND REVISIONS |
|---|
| Power Pole No.- W.M.E.Co. 105B/85 |
| Meter No.- 36-115-540 |
| |
| Completed: May 15, 1969 |
| Checked: |
| |
| R10-9 Installed on D-1 Post 11/1/78 |
| CHANGED: Sequence 1/Min. Interval - 45 |
| to 40, Sequence 4/ Max. Interval - 20 |
| to 25, Sequence 6/ Interval - 2 to 1, |
| Sequence 9/ Interval - 2 to 1. |
| |
| |
| |
| |

- SIGNAL POST
- PULL BOX (Size Specified)
- CONTROL
- METER
- WOODEN POLE
- MAST ARM
- SONIC DETECTOR
- PRESSURE DETECTOR
- MAGNETIC DETECTOR
- PEDESTRIAN PUSH BUTTON
- SIGNAL OR FLASHER HOUSING
  - R = RED  W = WALK
  - Y = YELLOW  FDW = FLASH DON'T WALK
  - G = GREEN  DW = DON'T WALK
  - VA = VERTICAL ARROW
  - LA = LEFT ARROW
  - RA = RIGHT ARROW
- PROPOSED CONDUIT
- EXISTING CONDUIT
- OVERHEAD CABLE
- LOOP DETECTOR
- WALK - DON'T WALK PEDESTRIAN HOUSING
- FLASHER & METER PEDESTAL

| | | Date | By |
|---|---|---|---|
| Field Survey | Made | | |
| | Checked | | |
| Drawing | Made | 12/25/72 | J.F.L. |
| | Checked | | |

HED. 772-500-10-68-948288




APPROVED

V. J. Cantone

TRAFFIC ENGINEER

W. Springfield

The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

City or Town West Springfield
Location Riverdale St (Route 5)
at Morgan Road
Date October 15, 1990 Permit No. AB-325-2182

# TRAFFIC CONTROL SIGNAL PERMIT

Under authority of Chapter 89, Sec. 8, General Laws, Tercentenary Edition, the Department of Public Works hereby approves the following described traffic control signal installation, and auxiliary signs and surface markings, for the above location, provided that a permit for the opening of the road and the placing of structures thereon shall be received from the board or officer in charge of the road.

This permit is granted for the specific signal installation described herein and for its operation in accordance with the conditions set forth below and with the requirements of the Department of Public Works. The details for any material alterations or any continued* or substantial departure from the provisions of this permit must be submitted to the department for approval with data sufficient to justify such modification. Failure to comply with these requirements automatically voids this permit during such time as non-compliance exists.

## I. STANDARDS OF INSTALLATION

The traffic control signal installation and all auxiliary signs and surface markings which are used in conjunction with such installation shall conform with the requirements of the Department of Public Works and with the sketch which is attached

## II. OPERATION OF SIGNALS

(a) Type of control: Automatic
(b) Coordination: Master to Route 5 at Daggett Drive
(c) Special connections: Police Hand Cord and Fire Pre-emption
(d) Timing for automatic operation: see attached sheet

(e) Hours for Automatic Operation: continuous
Signals may be operated automatically for a shorter period of time but not for a greater length of time than is here indicated except when unusual conditions arise which temporarily justify longer operation.

(f) Flashing Operation: Whenever a signal is not operating as a control device (stop and go), it must Flash Yellow or Flash Red as set forth in the signal sequence and at the rate of 50-60 flashes per minute unless otherwise specified in Part II(d) of this Permit.

(g) Manual Operation: Signals may be operated manually at any time irrespective of the hours designated in Part II(e) of this permit.

(h) Discontinuance: Signals may be discontinued at any time. When this is done signal faces must be turned away from traffic, taken down or hooded, and the District Highway Engineer notified.

When modifications contained herein are completed, this permit will supersede and cancel Permit No. 2-591 issued 11/5/85.

FOR THE DEPARTMENT OF PUBLIC WORKS

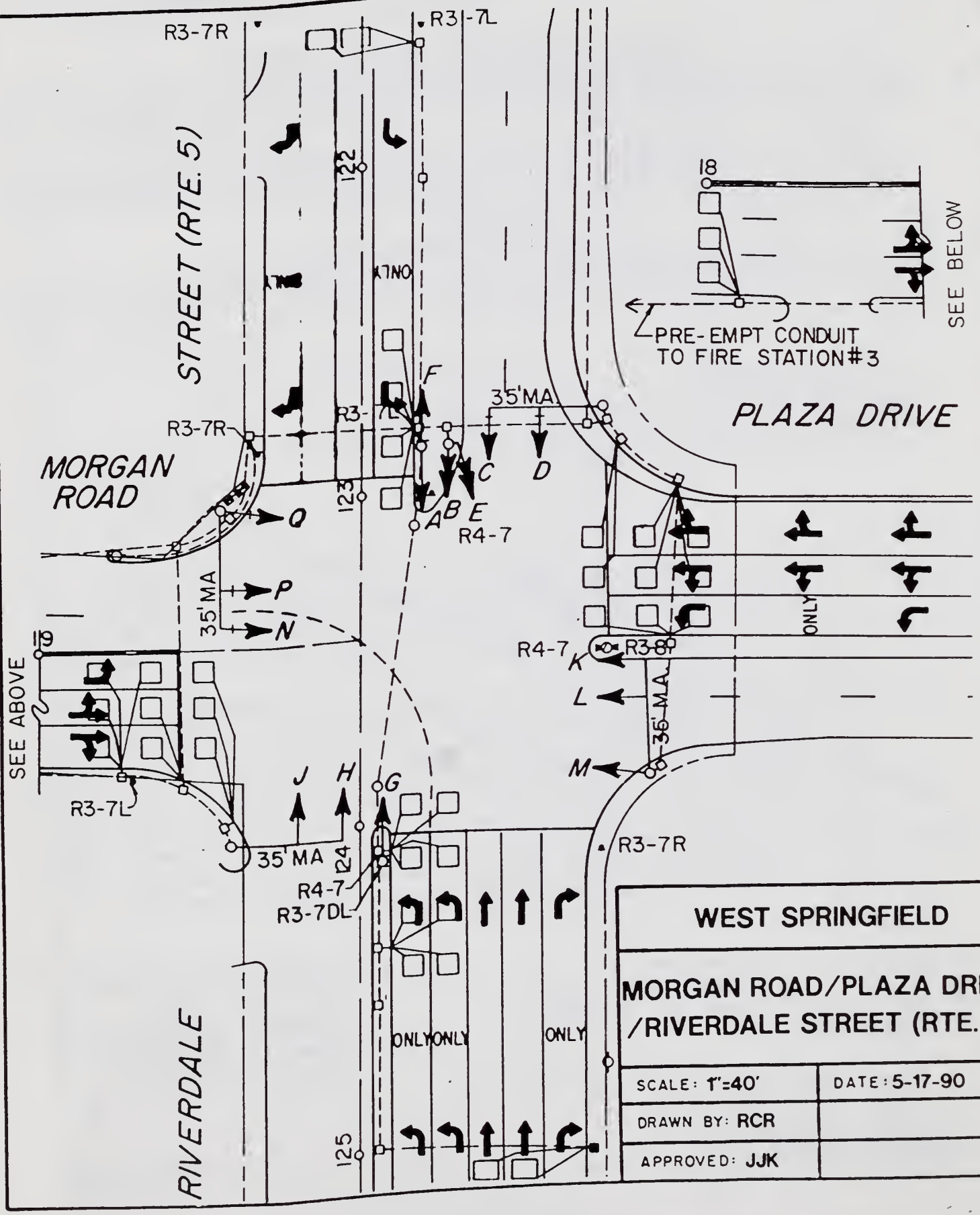
By Robert L. Shea
Robert L. Shea, P.E.
Traffic Engineer

* A period of seven consecutive days or more in any month.

HED-762

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
10 PARK PLAZA BOSTON, MA.

TOWN: WEST SPRINGFIELD
LOCATION: MORGAN RD./PLAZA DR./ RIVERDALE ST.(RTE. 5)
Date: 5-17-90 Permit No.:




# WEST SPRINGFIELD

## MORGAN ROAD/PLAZA DRIVE /RIVERDALE STREET (RTE. 5)

| | |
|---|---|
| SCALE: 1"=40' | DATE: 5-17-90 |
| DRAWN BY: RCR | |
| APPROVED: JJK | |

MAX. 1 - NORMAL OPERATION
MAX 2- SATURDAY 9 00AM-6.00PM

| APPROACH | DIRECTION | HOUSING | SEQUENCE AND TIMING 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | FLASHING OPERATION | FIRE PRE-EMPTION HOLD * | CLEAR | ALL RED | FIRE PRE-EMPTION HOLD * | CLEAR | ALL RED | FIRE PRE-EMPTION HOLD * | CLEAR | ALL RED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MINIMUM INTERVAL | | | 5 | | | 10 | | | 5 | | | 10 | | | 5 | | | 5 | | | | | | | | | | | | |
| VEHICLE EXTENSION | | | 3 | | | 4 | | | 3 | | | 4 | | | 3 | | | 1 | | | | | | | | | | | | |
| MAXIMUM 1 | | | 15 | | | 35 | | | 15 | | | 35 | | | 25 | | | 20 | | | | | | | | | | | | |
| MAXIMUM 2 | | | 10 | | | 30 | | | 10 | | | 30 | | | 25 | | | 20 | | | | | | | | | | | | |
| YELLOW CLEARANCE | | | | 4 | | | 4 | | | 4 | | | 4 | | | 4 | | | 4 | | | | | | | | | | | |
| RED CLEARANCE | | | | | 1 | | | 2 | | | 1 | | | 2 | | | 1 | | | 1 | | | | | | | | | | |
| PRE-EMPTION | | | | | | | | | | | | | | | | | | | | | | 90 | 4 | 1 | 90 | 4 | 1 | 90 | 4 | 1 |
| RIVERDALE STREET | NB | A,B | G | Y | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | F R | R | R | R | R | R | R | G | Y | R |
| RIVERDALE STREET | NB | C,D | R | R | R | R | R | R | R | R | R | G | Y | R | R | R | R | R | R | R | FY | R | R | R | R | R | R | G | Y | R |
| RIVERDALE STREET | NB | E | R | R | R | R | R | R | R | R | R | G | Y | R | R | R | R | R | R | R | FY | R | R | R | R | R | R | G | Y | R |
| RIVERDALE STREET | SB | F,G | R | R | R | R | R | R | G | Y | R | R | R | R | R | R | R | R | R | R | F R | R | R | R | G | Y | R | R | R | R |
| RIVERDALE STREET | SB | H,J | R | R | R | G | Y | R | R | R | R | R | R | R | R | R | R | R | R | R | FY | R | R | R | G | Y | R | R | R | R |
| MORGAN ROAD | EB | K,L,M | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G | Y | R | FR | G | Y | R | R | R | R | R | R | R |
| PLAZA DRIVE | WB | N,P,Q | R | R | R | R | R | R | R | R | R | R | R | R | G | Y | R | R | R | R | FR | R | R | R | R | R | R | R | R | R |
| DETECTOR | | | NON-LOCK | | | LOCK | | | NON-LOCK | | | LOCK | | | NON-LOCK | | | NON-LOCK | | | | | | | | | | | | |
| RECALL | | | OFF | | | ON | | | OFF | | | ON | | | OFF | | | OFF | | | | | | | | | | | | |
| | | | ø1 | | | ø2 | | | ø5 | | | ø6 | | | ø7 | | | ø8 | | | | | | | | | | | | |

NOTE: FLASHING OPERATION PER M.U.T.C.D. SECTION 48-18.

1. ø1 & ø5 SHALL NOT OPERATE TOGETHER
2. ø3 & ø4 NOT USED

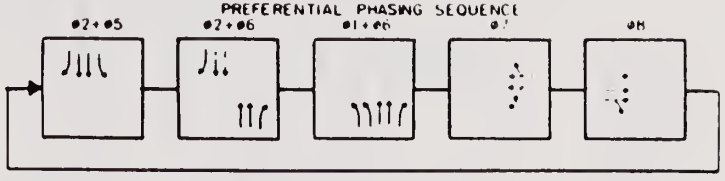
PRE-EMPT A (ø8) | PRE-EMPT B (ø2+ø5) | PRE-EMPT C (ø1+ø6)

FIRE PRE-EMPTION

1. RECEIPT OF PRE-EMPT CALL SHALL RESULT IN IMMEDIATE CLEARANCE OF ANY CONFLICTING MOVEMENTS IN PROGRESS BUT NOT BEFORE MINIMUM GREEN FOR THAT PHASE HAS BEEN TIMED (PER CLEARANCE INTERVALS IN CHART), FOLLOWED BY THE PRE-EMPT PHASE HOLD PERIOD AND CLEARANCE PERIODS, FOLLOWED BY RETURN TO
   ø2 & ø5 IF PRE-EMPT A CLEARED; TO
   ø2 & ø6 IF PRE-EMPT B CLEARED; TO
   ø7 IF PRE-EMPT C CLEARED.

*2. HOLD PERIOD TO BE DETERMINED BY REMOTE MANUAL RELEASE BUTTON, (IN FIRE STATION 1 OR 3) BUT NOT TO EXCEED 60 SECONDS.

PREFERENTIAL PHASING SEQUENCE




MIN 8 14 8 8 6 44 + 22 16
MAX 1 15 25 15 25 20 + 22 16

Sheet 9

COMMONWEALTH OF MASSACHUSETTS — DEPARTMENT OF PUBLIC WORKS

# WEST SPRINGFIELD

## TRAFFIC SIGNAL LAYOUT
## at RIVER-DALE MALL DRIVE

Scale: Signal No. Date:

SEQUENCE AND TIMING — FIRE PRE-EMPTION

| | Housings | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | FLASH OPER. | EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | [redacted] | | | | 5 | | | | | | | | | | |
| VEHICLE INTERVAL | | | | | 3 | | | | | | | | | | |
| MAXIMUM 1 | | 30 | | | 45 | | | | | | | | | | |
| MAXIMUM 2 | | 30 | | | 45 | | | | | | | | | | |
| OTHER INTERVALS | | | 4 | 2 | | 3 | 2 | 3 | 2 | 60 | | | | | |
| RIVERDALE ST (RTE 5) | A NB | GRA | Y | R | R | R | R | (b) | (b) | GRA | | | | | Y |
| RIVERDALE ST (RTE 5) | B, C NB | GVA | Y | R | R | R | R | (b) | (b) | GVA | | | | | Y |
| RIVERDALE ST (RTE 5) | D, E SB | R | R | R | Y/GVA | Y | R | (c) | (c) | R | | | | | R |
| RECALL | | ON / MAX | | | OFF | | | | | | | | | | |

### MAJOR ITEMS REQUIRED

| NUMBER | ITEMS |
|---|---|
| 1 | T.S. Controller Type 2W in Base Mounted Cab. |
| 2 | Traffic Signal Strain Poles - 30' Galv Steel |
| 1 | Post and Foundation for Fire Emption controller |
| 3 | Signal heads - 1WAY - 3section - 12" Lens |
| 2 | Signal heads - 1WAY - 3section - 12" Lens - programmed |
| 5 | Pull Box - 12" X 12" |
| 2 | Loop Detectors Multi-pleSection (2-6A) |
| 1 | Special Function Unit - Fire Pre emption |
| 1 | Special Function Unit Conducting Unit |
| 1 | Service Connection |
| 1 | 7 Day Time Switch (For Flashing Operation) |
| | |
| NOTE: | To BE COORDINATED WITH SIGNAL AT RTE 5 AND MORGAN RD. |

### NOTES

OFFICE RECORD AND REVISIONS

Power Pole No. –

Meter No. –

Completed:

Checked:

Note: (b)—(b) IF in phase A remains GRA, GRA (OR GVA, GVA)
IF in phase B Remains R, R

(c)—(c) IF in phase A remains RR
IF in phase B CHANGES TO Y, R

- SIGNAL POST
- PULL BOX (Size Specified)
- CONTROL
- METER
- WOODEN POLE
- MAST ARM
- SONIC DETECTOR
- PRESSURE DETECTOR
- MAGNETIC DETECTOR
- PEDESTRIAN PUSH BUTTON
- SIGNAL OR FLASHER HOUSING
- R = RED W = WALK
- Y = YELLOW FDW = FLASH DON'T WALK
- G = GREEN DW = DON'T WALK
- VA = VERTICAL ARROW
- LA = LEFT ARROW
- RA = RIGHT ARROW
- PROPOSED CONDUIT
- EXISTING CONDUIT
- OVERHEAD CABLE
- LOOP DETECTOR
- WALK - DON'T WALK PEDESTRIAN HOUSING
- FLASHER & METER PEDESTAL

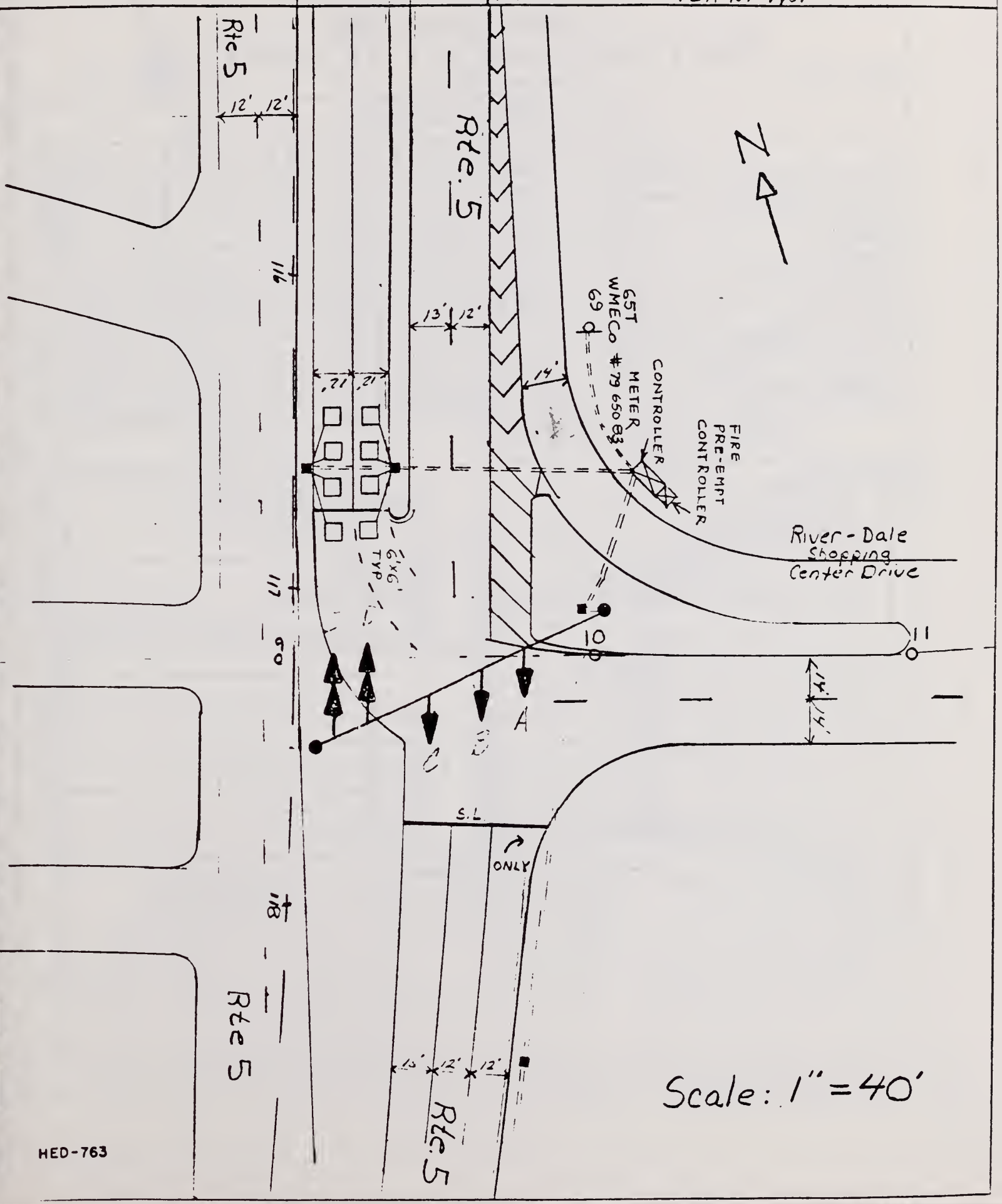
| | | Date | By |
|---|---|---|---|
| Field Survey | Made | | |
| | Checked | | |
| Drawing | Made | | |
| | Checked | | |

HED. 772 500 10-65 946283

# SKETCH OF TRAFFIC CONTROL SIGNAL

COMMONWEALTH OF MASS.
DEPT. OF PUBLIC WORKS
10 PARK PLAZA BOSTON, MA

TOWN: WEST SPRINGFIELD
LOC: RTE 5 at RIVER-DALE SHOPPING CENTER
DATE: PERMIT NO:




HED-763

COMMONWEALTH OF MASSACHUSETTS — DEPARTMENT OF PUBLIC WORKS

# WEST SPRINGFIELD

## TRAFFIC SIGNAL LAYOUT

## RTE. 5 (RIVERDALE ST.) AT ASHLEY AVE.

Scale: 1" = 40' — Signal No. 2-422 — Date: Sept. 18, 1979

### SEQUENCE AND TIMING

| | Housings | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | FLASH OPER. | EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | | | | | | | 5 | | | | | 5 | | | | |
| VEHICLE INTERVAL | | | | | | | 5 | | | | | 5 | | | | |
| MINIMUM | | 40 | | | | | | | | | | | | | | |
| MAXIMUM | | | | | | | 15 | | | | | 20 | | | | |
| OTHER INTERVALS | | | 4 | 1 | 4 | 1 | | 4 | 1 | 4 | 1 | | 3 | 1 | | |
| Rte. 5 (NB) | A | ↑→ | ↑→ | ↑→ | Y→ | R→ | ↑→ | Y→ | R→ | ↑→ | ↑→ | R→ | R | R | Y | |
| Rte. 5 (NB) | B | ↑ | ↑ | ↑ | Y | R | ↑ | Y | R | ↑ | ↑ | R | R | R | Y | |
| Rte. 5 Lt. Turn (NB) | C | R | R | R | R | R | ← | Y | R | Y | R | R | R | R | Y | |
| Rte. 5 (SB) | D-E | ↑ | Y | R | Y | R | R | R | R | R | R | R | R | R | Y | |
| Ashley Ave. | F-G | R | R | R | R | R | R | R | R | R | R | G | Y | R | R | |
| | | ØA | CLEAR | | CLEAR | | ØB | CLEAR | | CLEAR | | ØC | CLEAR | | | |

### MAJOR ITEMS REQUIRED

| NUMBER | ITEMS |
|---|---|
| 1 | Standard Signal Post |
| 3 | Light Arm (2 Poles) (30') |
| 1 | 2 Way 3 Lens Housing |
| 1 | 1 Way 4 Lens Housing |
| 4 | 1 Way 3 Lens Housing |
| 1 | Controller |
| 1 | Magnetic Detector |
| 1 | Magnetic Detector Relay |
| 1 | Pre-Form Loop Detector |
| 1 | Loop Detector Osc. & Relay |
| 4 | 6' X 4' Pull Box |
| 1 | Service Connection |
| | |
| | |
| | Necessary Duct, Cable, Misc. Materials etc. |

### NOTES

### OFFICE RECORD AND REVISIONS

Power Pole No. – W.M.E. Co.

Meter No. – 65-020-37

Completed:

Checked: 7/12/79

Supersedes Layout Dated Aug. 16, 1967

○ SIGNAL POST
□ PULL BOX (Size Specified)
SIGNAL OR FLASHER HOUSING
R = RED W = WALK
Y = YELLOW FDW = FLASH DON'T WALK
G = GREEN DW = DON'T WALK
LOOP DETECTOR
WALK - DON'T WALK HOUSING
CONTROLLER & METER PEDESTAL

| | By |
|---|---|
| | |
| Field Survey | |
| Drawing | |

(RIVERDALE ST.)
Power Pole
8" X 23" PB
8" X 23" PB
8" X 23" PB
ASHLEY AVE.
RTE. 5
SL
SL
SL
20'
20
A
B
C
D
E
F
G
89
90
91
APPROVED

COMMONWEALTH OF MASSACHUSETTS — DEPARTMENT OF PUBLIC WORKS

# WEST SPRINGFIELD

## TRAFFIC SIGNAL LAYOUT

## RIVERDALE ST. (RTE. 5) AT WAYSIDE AVENUE

Scale: 1" = 40' — Signal No. 2-733 — Date: 5/5/69

### SEQUENCE AND TIMING

| | Housings | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | FLASH OPER. | EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | | 7 | | | 7 | | | | | | | | | | |
| VEHICLE INTERVAL | | 5 | | | 5 | | | | | | | | | | |
| MINIMUM | | 45 | | | | | | | | | | | | | |
| MAXIMUM | | | | | 30 | | | | | | | | | | |
| OTHER INTERVALS | | | 4 | 2 | | 4 | 2 | | | | | | | | |
| Rte. 5 (S. Bd.) | A-B | VA | VA | VA | VA | VA | VA | | | | | | | Y | |
| Rte. 5 (Lt. Turn) | C | R | R | R | LA | Y | R | | | | | | | Y | |
| Rte. 5 (N. Bd.) | E | VA | Y | R | R | R | R | | | | | | | Y | |
| Rte. 5 (N. Bd.) | F | ↑→ | Y | R | R | R | R | | | | | | | Y | |
| Wayside Ave. (N. Bd.) | G | R | R | R | RA | Y | R | | | | | | | R | |
| Wayside Ave. (N Bd) | H | R | R | R | RA | Y | R | | | | | | | R | |

### MAJOR ITEMS REQUIRED

| NUMBER | ITEMS |
|---|---|
| 5 | Standard Signal Posts (10') |
| 1 | Mast Arm (25') |
| 5 | 1 Way 3 Lens Housings (12" Lens) |
| 1 | 1 Way 3 Lens Housings (8" Lens) |
| 1 | 1 Way 4 Lens Housings (12" Lens) |
| 1 | Controller Type 2 |
| 4 | Wire Loop Detectors |
| 2 | Wire Loop Detec. Relays |
| 5 | 12"X12" Pull Boxes |
| 1 | Service Connection |
| | |
| | |
| | |
| | |
| | Necessary Duct, Cable etc. |

### NOTES

| OFFICE RECORD AND REVISIONS |
|---|
| Power Pole No.- WMEC 316 B |
| Meter No.- 36-662-110 |
| |
| Completed: 5/5/69 |
| Checked: |

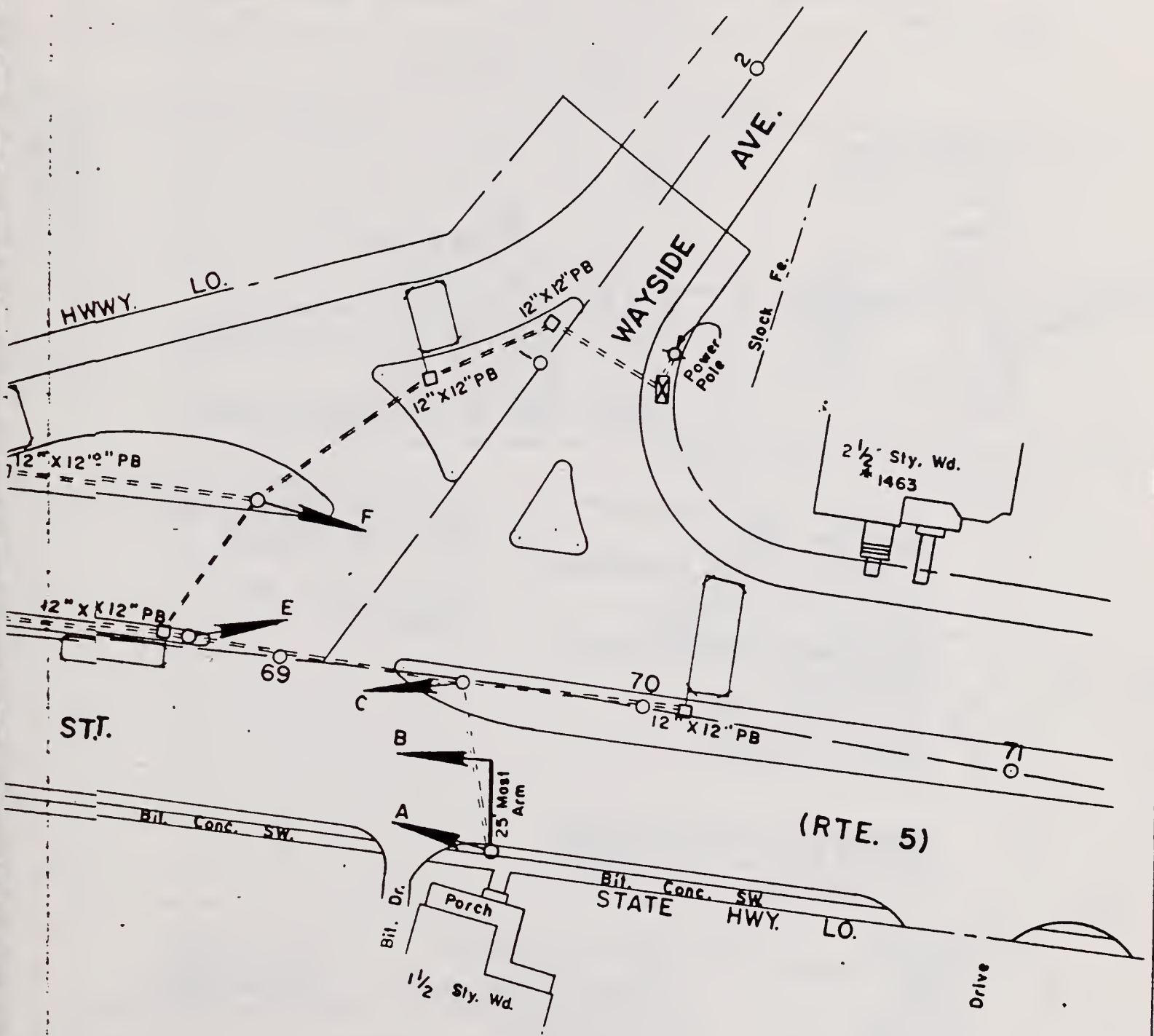
○ SIGNAL POST
▯ PULL BOX (Size Specified)
▯ CONTROL
▯ METER
○ WOODEN POLE
○— MAST ARM
SONIC DETECTOR
PRESSURE DETECTOR
MAGNETIC DETECTOR
⊘ PEDESTRIAN PUSH BUTTON

SIGNAL OR FLASHER HOUSING
R = RED W = WALK
Y = YELLOW FDW = FLASH DON'T WALK
G = GREEN DW = DON'T WALK
↑ VA = VERTICAL ARROW
← LA = LEFT ARROW
→ RA = RIGHT ARROW
--- PROPOSED CONDUIT
--- EXISTING CONDUIT
—·— OVERHEAD CABLE

LOOP DETECTOR
WALK - DON'T WALK PEDESTRIAN HOUSING
FLASHER & METER PEDESTAL

| | | Date | By |
|---|---|---|---|
| Field Survey | Made | | |
| | Checked | | |
| Drawing | Made | | JR |
| | Checked | | |

PWH. 410-BR-500-3-67-944764




APPROVED

TRAFFIC ENGINEER

COMMONWEALTH OF MASSACHUSETTS — DEPARTMENT OF PUBLIC WORKS

# WEST SPRINGFIELD

## TRAFFIC SIGNAL LAYOUT

## RIVERDALE ST. (RTE. 5) AT BRUSH HILL AVE.

Scale: 1" = 40' — Signal No. 2-732 — Date: 11/30/72

### SEQUENCE AND TIMING

| | Housings | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | FLASH OPER. | EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | | 7 | | | 7 | | | | | | | | | | |
| VEHICLE INTERVAL | | 5 | | | 5 | | | | | | | | | | |
| MINIMUM | | 45 | | | | | | | | | | | | | |
| MAXIMUM | | | | | 30 | | | | | | | | | | |
| OTHER INTERVALS | | | 4 | 2 | | 4 | 2 | | | | | | | | |
| Rte. 5 (N.B.) | J-K | VA | VA | VA | VA | VA | VA | | | | | | | Y | |
| Rte. 5 (Lt. to Brush Hill) | L | R | R | R | LA | Y | R | | | | | | | Y | |
| Rte. 5 (S.B.) | M | VA | Y | R | R | R | R | | | | | | | Y | |
| Rte. 5 (S.B.) | N | ↑→ | Y | R | R | R | R | | | | | | | Y | |
| Brush Hill (S.B.) | P-Q | R | R | R | RA | Y | R | | | | | | | R | |
| Rte. 5 | FY | Flashing Yellow 50-60 Flashes Per Minute | | | | | | | | | | | | | |

### MAJOR ITEMS REQUIRED

| NUMBER | ITEMS |
|---|---|
| 6 | Standard Signal Posts (10') |
| 1 | Mast Arm (25') |
| 7 | 1 Way 6-3, 1-4 Lens Housing (6-12") |
| 1 | 1 Way 1 Lens Housing |
| 1 | Controller T.C.T. Type 2 |
| 1 | Circuit Flasher Mechanism, Filter & |
| | Meter Housing |
| 9 | 12" X 12" Pull Boxes |
| 1 | 8" X 23" Pull Box |
| 1 | Service Connection |
| | |
| | |
| | Necessary Duct, Cable, Misc. Material, |
| | Labor & Equipment To Complete |
| | The Installation |

### NOTES

| OFFICE RECORD AND REVISIONS |
|---|
| Power Pole No.- W.M.E. Co. 59 B |
| Meter No.- 35-430-961 |
| |
| Completed: May 5, 1969 |
| Checked: |

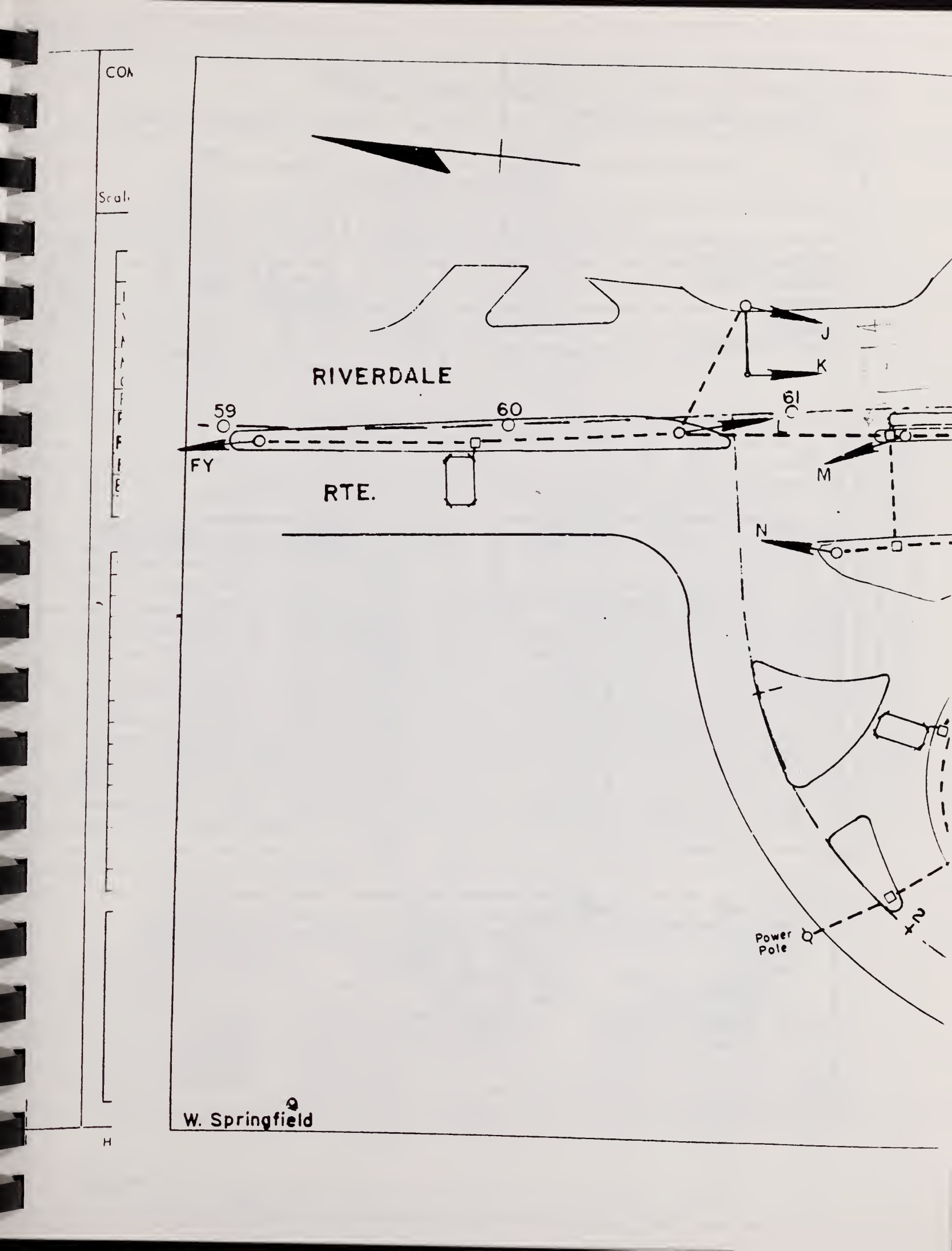
SIGNAL POST
PULL BOX (Size Specified)
CONTROL
METER
WOODEN POLE
MAST ARM
SONIC DETECTOR
PRESSURE DETECTOR
MAGNETIC DETECTOR
PEDESTRIAN PUSH BUTTON

SIGNAL OR FLASHER HOUSING
R = RED W = WALK
Y = YELLOW FDW = FLASH DON'T WALK
G = GREEN DW = DON'T WALK
VA = VERTICAL ARROW
LA = LEFT ARROW
RA = RIGHT ARROW
--- PROPOSED CONDUIT
--- EXISTING CONDUIT
--- OVERHEAD CABLE

LOOP DETECTOR
WALK - DON'T WALK PEDESTRIAN HOUSING
FLASHER & METER PEDESTAL

| | | Date | By |
|---|---|---|---|
| Field Survey | Made | | |
| | Checked | | |
| Drawing | Made | 12/26/72 | J.F.L. |
| | Checked | | |

HED. 771-500-10-68-948288


RIVERDALE
59
60
61
J
K
L
M
N
FY
RTE.
Power Pole
+2
W. Springfield

COMMONWEALTH OF MASSACHUSETTS — DEPARTMENT OF PUBLIC WORKS

# WEST SPRINGFIELD

## TRAFFIC SIGNAL LAYOUT

RTE 5 (RIVERDALE STREET) at HIGHLAND AVE & MARION STREET

Scale: Signal No. 2-716 Date:

### SEQUENCE AND TIMING

| | Housings | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | FLASH OPER. | EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | | | | | | | | | | | | | | | |
| VEHICLE INTERVAL | | | | | | | | | | | | | | | |
| MINIMUM | | | | | | | | | | | | | | | |
| MAXIMUM | | | | | | | | | | | | | | | |
| OTHER INTERVALS | | | | | | | | | | | | | | | |

SEE ATTACHED

### MAJOR ITEMS REQUIRED

| NUMBER | ITEMS |
|---|---|
| 4 | Steel [illegible] Post 10' |
| 2 | Mast Arm 30' |
| 5 | Signal Head 1 Way (2-4 Lens, 3-3 Lens 12") |
| 3 | Signal Head 2 Way (3 Lens 12") |
| 1 | [illegible] Type 2 Way (with Controller) |
| | [illegible] |
| | [illegible] |
| | [illegible] |
| | [illegible] |
| | [illegible] |
| | [illegible] |
| | [illegible] |
| 1 | 7 Day Clock |
| | [illegible] |
| | [illegible] |
| | |

### NOTES

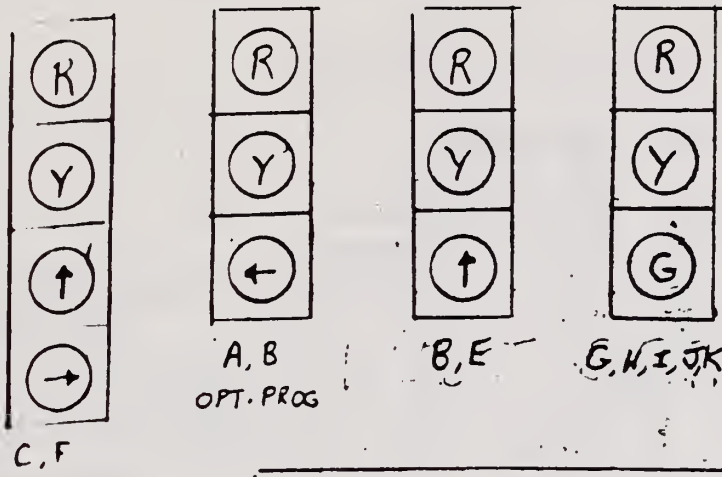
| OFFICE RECORD AND REVISIONS |
|---|
| Power Pole No.- 272/160 WMECo |
| Meter No.- 360 72 330 |
| |
| Completed: |
| Checked: |
| |
| Approved by Signal Dept. 7-27-76 |

- SIGNAL POST
- PULL BOX (Size Specified)
- CONTROL
- METER
- WOODEN POLE
- MAST ARM
- SONIC DETECTOR
- PRESSURE DETECTOR
- MAGNETIC DETECTOR
- PEDESTRIAN PUSH BUTTON
- SIGNAL OR FLASHER HOUSING
- R = RED W = WALK
- Y = YELLOW FDW = FLASH DON'T WALK
- G = GREEN DW = DON'T WALK
- VA = VERTICAL ARROW
- LA = LEFT ARROW
- RA = RIGHT ARROW
- --- PROPOSED CONDUIT
- --- EXISTING CONDUIT
- ---- OVERHEAD CABLE
- LOOP DETECTOR
- WALK - DON'T WALK PEDESTRIAN HOUSING
- FLASHER & METER PEDESTAL

| | | Date | By |
|---|---|---|---|
| Field Survey | Made | | |
| | Checked | | |
| Drawing | Made | | |
| | Checked | | |

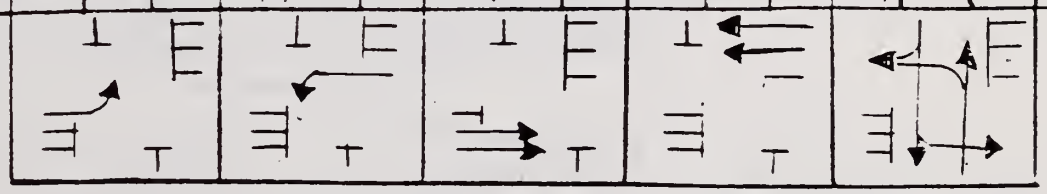
PWH. 410-BR-500-3-67-944764

TOWN: WEST SPRINGFIELD
LOCATION: ROUTE 5 (RIVERDALE ST) AT HIGHLAND AVE AND MARION ST.



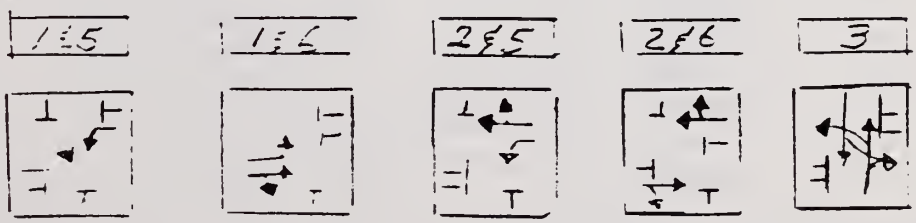

TIMING AND SEQUENCE

| | | ϕ1 | | | ϕ5 | | | ϕ6 | | | ϕ2 | | | ϕ3 | | | FLASH ORER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | HSGS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| INIT INT | | 7 | | | 7 | | | 7 | | | 7 | | | 7 | | | |
| VEH INT | | 5 | | | 5 | | | 5 | | | 5 | | | 5 | | | |
| MAX 1 | | 30 | | | 30 | | | 25 | | | 25 | | | 30 | | | |
| MAX 2 | | | | | | | | | | | | | | | | | |
| OTHER INT | | | 4 | 1 | | 4 | 1 | | 4 | 2 | | 4 | 2 | | 4 | 1 | |
| RTE 5 LT (NB) | A | GLA | Y | R | R | R | R | R | R | R | R | R | R | R | R | R | R |
| RTE 5 (N.B.) | B | R | R | R | R | R | R | GVA | Y | R | R | R | R | R | R | R | Y |
| RTE 5 (N.B.) | C | R | R | R | R | R | R | GVA GRN | Y | R | R | R | R | R | R | R | Y |
| RTE 5 LT (S.B.) | D | R | R | R | GLA | Y | R | R | R | R | R | R | R | R | R | R | R |
| RTE 5 (S.B.) | E | R | R | R | R | R | R | R | R | R | GVA | Y | R | R | R | R | Y |
| RTE 5 (S.B.) | F | R | R | R | R | R | R | R | R | R | GVA GRN | Y | R | R | R | R | Y |
| HIGHLAND AVE | G, HI | R | R | R | R | R | R | R | R | R | R | R | R | G | Y | R | R |
| MARION AVE | J, K | R | R | R | R | R | R | R | R | R | R | R | R | G | Y | R | R |
| | | | | | | | | | | | | | | | | | |
| RECALL | | OFF | | | OFF | | | ON | | | ON | | | OFF | | | |



HOURS OF OPERATION: CONTINUOUS

PREFERENTIAL SEQUENCE

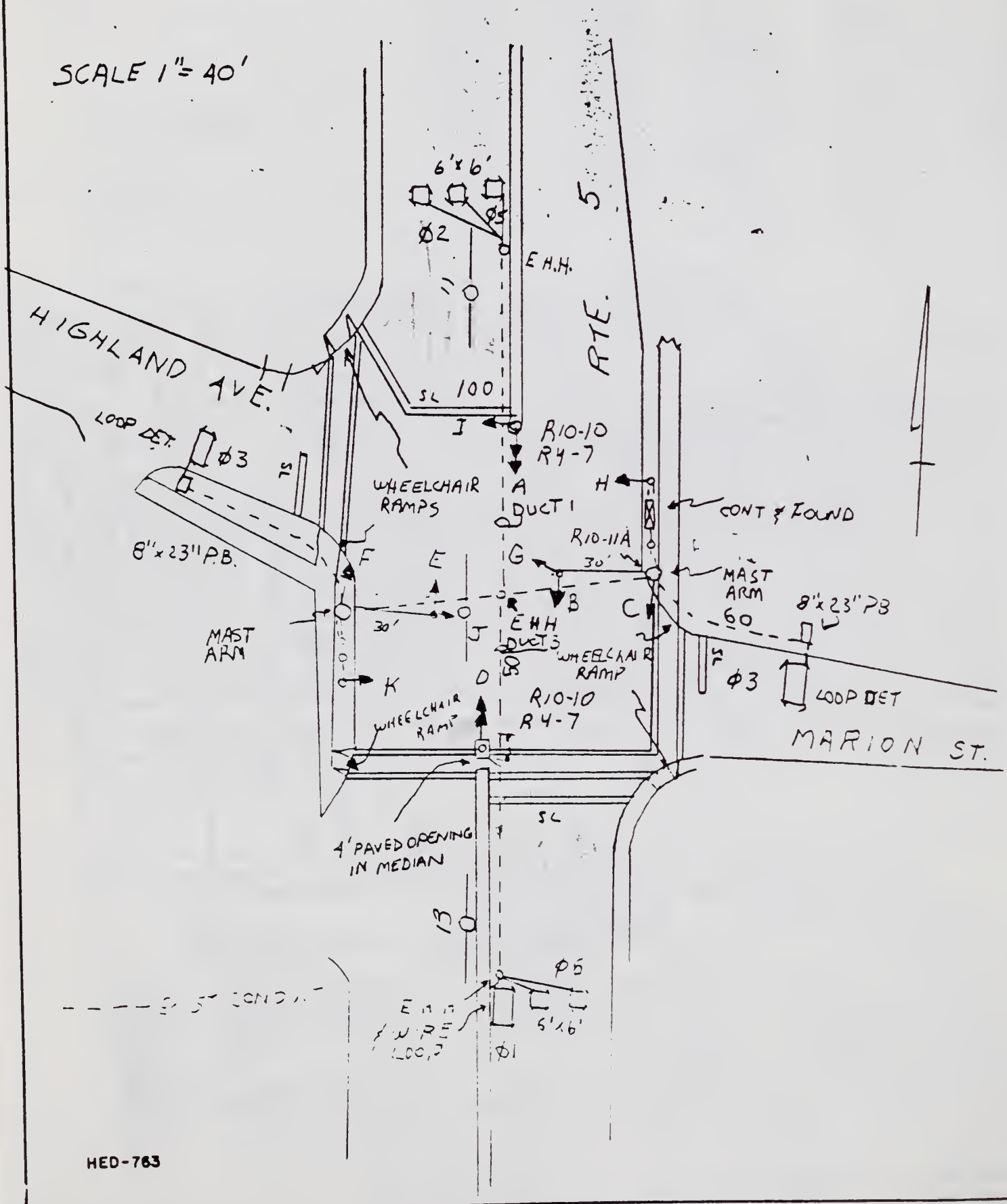



N/A 30/5 /6 35/6 25/6 20/5

N/A /5 /6 /5 /6 /5

HED-703

Town: West Springfield
Location: Route 5 (Riverdale St) at Highland Ave & Marion St
Signal No: 2-716




HED-763

COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

# HOLYOKE

## TRAFFIC SIGNAL LAYOUT

## ROUTE 5 - HOSPITAL DRIVE - STA 287 ±

Scale 1" = 40' Signal No 2-550 Date Aug 15, 1967

### SEQUENCE AND TIMING

| | Housings | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | FLASH OPER. HOURS | FLASH OPER. TO EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PERCENTAGE | | | | | | | | | | | |
| SECONDS | | | | | | | | | | | |
| INITIAL INTERVAL | | | | | | 7 | | | | | |
| VEHICLE INTERVAL | | | | | | 5 | | | | | |
| MINIMUM | | 30 | | | | | | | | | |
| MAXIMUM | | | | | | 25 | | | | | |
| OTHER INTERVALS | | | 5 | 8 | 7 | | 4 | | | | Y |
| RTE 5 (S BOUND) | A-B-C | ↑ → | Y | R | R | R | R | | | | Y |
| RTE 5 (N BOUND) | D-E-F | VA | Y | R | R | R | R | | | | R |
| JUG HANDLE | G-H | R | R | R | R | G | Y | | | | R |
| HOSPITAL DR. (North) | J-K-L | R | R | R | R | G | 1 | | | | Ost |
| PEDESTRIAN | M-N | DW | DW | WALK | F DW | DW | DW | | | | |

### MAJOR ITEMS REQUIRED

| NUMBER | ITEMS |
|---|---|
| 2 | Standard Signal Posts (2-10') |
| 3 | 3 Lens Housings (12") |
| 1 | 4 Lens Housings |
| 1 | Controller TYPE - 2P |
| 2 | Push Buttons |
| 2 | Pedestrian Indications |
| 2 | Inductive Loop Detectors & Relay |
| 2 | 12" x 12" Pull Boxes |
| 3 | 8 X 23" Pull Boxes |
| 1 | Synchrolizer |
| | Necessary Duct, Cable etc |

### NOTES

OFFICE RECORD AND REVISIONS

Power Pole No - 137 NGBE Co

Meter No - 27988

Supersedes Layout dated 1/20/60

Completed 1/12/69

Interconnected & co ordinated with Signals at Rte 5 & Springfield St - Rte. 5 & S Drive to Hospital - & Rte. 5 & Holy Family Drive.

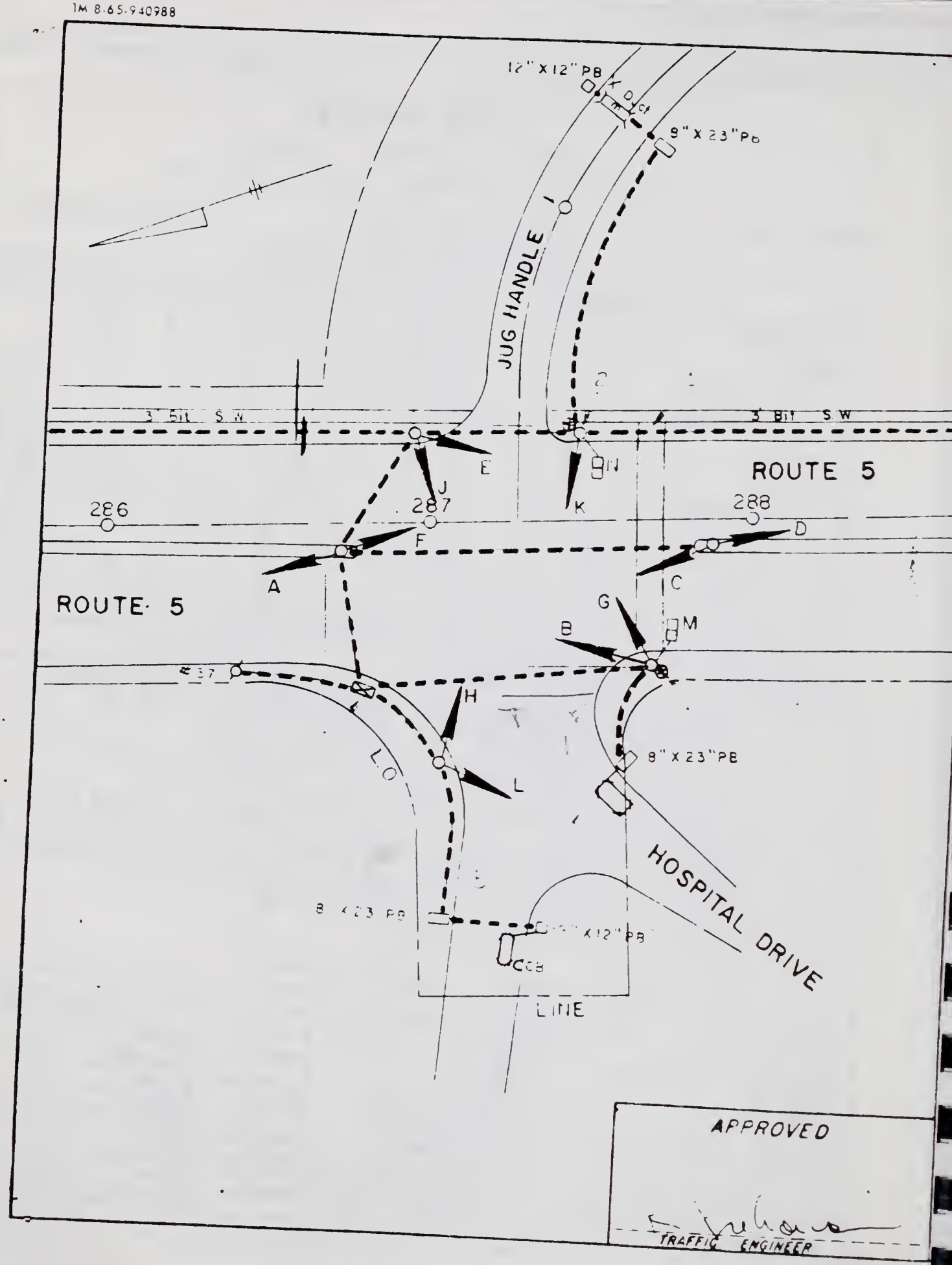
○ SIGNAL POST
PULL BOX
CONTROL
METER
WOODEN POLE
MAST ON WOODEN POLE
ACTUATING UNIT
PRESSURE DETECTOR
MAGNETIC DETECTOR
PEDESTRIAN PUSH BUTTON
Inductive Loop Detector

SIGNAL OR FLASHER HOUSING
R = RED
Y = YELLOW
G = GREEN
VA = VERTICAL ARROW
LA = LEFT ARROW
RA = RIGHT ARROW
PROPOSED CONDUIT
EXISTING CONDUIT
OVERHEAD CABLE

| | | Date | By |
|---|---|---|---|
| Field Survey | Mode Checked | | |
| Drawing | Mode Checked | | |
| Timing and Sequence | Listed Checked | | |
| Equipment | Listed Checked | | |

PWH 410-R

TM 8-65-940988



COMMONWEALTH OF MASSACHUSETTS — DEPARTMENT OF PUBLIC WORKS

# HOLYOKE

## TRAFFIC SIGNAL LAYOUT

## RTE. 5 AT SPRINGFIELD ST.

Signal No. 2-268 — Date: APR 25, 1985

Scale: 1" = 40'

### SEQUENCE AND TIMING

| | Housings | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | FLASH OPER. | EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | | | | | 7 | | | | | | | | | | |
| VEHICLE INTERVAL | | | | | 5 | | | | | | | | | | |
| MINIMUM | | 30 | | | | | | | | | | | | | |
| MAXIMUM | | | | | 25 | | | | | | | | | | |
| OTHER INTERVALS | | | 4 | 3 | | 4 | 2 | | | | | | | | |
| Route 5 (NB) | A-B-C | ↑ | Y | R | R | R | R | | | | | | | Y | |
| Route 5 (SB) | E-D-F | ↑ | Y | R | R | R | R | | | | | | | Y | |
| Springfield St | I-H-G | R | R | R | ↑ | Y | R | | | | | | | R | |

### MAJOR ITEMS REQUIRED

| NUMBER | ITEMS |
|---|---|
| 2 | Standard Signal Post (10') |
| 1 | Mast Arm (25') |
| 2 | 3 Way 3 Lens Housings (12") |
| 2 | 2 Way 3 Lens Housings (12") |
| 1 | Controller Type I |
| 1 | Magnetic Detector |
| 1 | Magnetic Detector Relay |
| 1 | 12" x 12" Pull Box |
| 1 | Service Connection |
| | Necessary Duct, Cable, Misc. Mat'l etc |

### NOTES

### OFFICE RECORD AND REVISIONS

Power Pole No.–

Meter No.– 41-311-926

Completed:

Checked: 11/8/79

Supersedes Layout Dated 2-8-80

- SIGNAL POST
- PULL BOX (Size Specified)
- CONTROL
- METER
- WOODEN POLE
- MAST ARM
- SONIC DETECTOR
- PRESSURE DETECTOR
- MAGNETIC DETECTOR
- PEDESTRIAN PUSH BUTTON

- SIGNAL OR FLASHER HOUSING
- R = RED  W = WALK
- Y = YELLOW  FDW = FLASH DON'T WALK
- G = GREEN  DW = DON'T WALK
- VA = VERTICAL ARROW
- LA = LEFT ARROW
- RA = RIGHT ARROW
- --- PROPOSED CONDUIT
- --- EXISTING CONDUIT
- --- OVERHEAD CABLE

- LOOP DETECTOR
- WALK - DON'T WALK PEDESTRIAN HOUSING
- FLASHER & METER PEDESTAL

| | | Date | By |
|---|---|---|---|
| Field Survey | Made | | |
| | Checked | | |
| Drawing | Made | 4/26/85 | YDG |
| | Checked | | |

PWH. 410-BR-500-3-67 944764

COMMONWEALTH OF MASSACHUSETTS — DEPARTMENT OF PUBLIC WORKS

# HOLYOKE

## TRAFFIC SIGNAL LAYOUT

## STA. 306+90, RTE. 5 (MAIN ST.)

Scale: 1" = 40' — Signal No. 2-269 — Date: April 9, 1974

### SEQUENCE AND TIMING

| | Housings | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | FLASH OPER. | EMERGENCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | | | | | | | | | | | | | | | |
| VEHICLE INTERVAL | | | | | | | | | | | | | | | |
| MINIMUM | | 30 | | | | | | | | | | | | | |
| MAXIMUM | | | | | | | | | | | | | | | |
| OTHER INTERVALS | | | 3 | 2 | 10 | 10 | | | | | | | | | |
| Rte. 5 | A-B-C-D | G | Y | R | R | R | | | | | | | | R | Y |
| Pedestrian | All | DW | DW | DW | Walk | FDW | | | | | | | | Out | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

### MAJOR ITEMS REQUIRED

| NUMBER | ITEMS |
|---|---|
| 3 | Standard Signal Post (8') |
| 2 | Mast Arm (25') |
| 4 | 1 Way 3 Lens Housing (12" Lens) |
| 1 | Controller |
| 2 | Pedestrian Indication (3" Ltrs) |
| 3 | Pedestrian Push Button |
| 2 | 12" X 12" Pull Box |
| 1 | Service Connection |
| 1 | 8" X 25" Pull Box |
| | |
| | |
| | |
| | |
| | |
| | Necessary Duct, Cable, Misc. Material etc. |

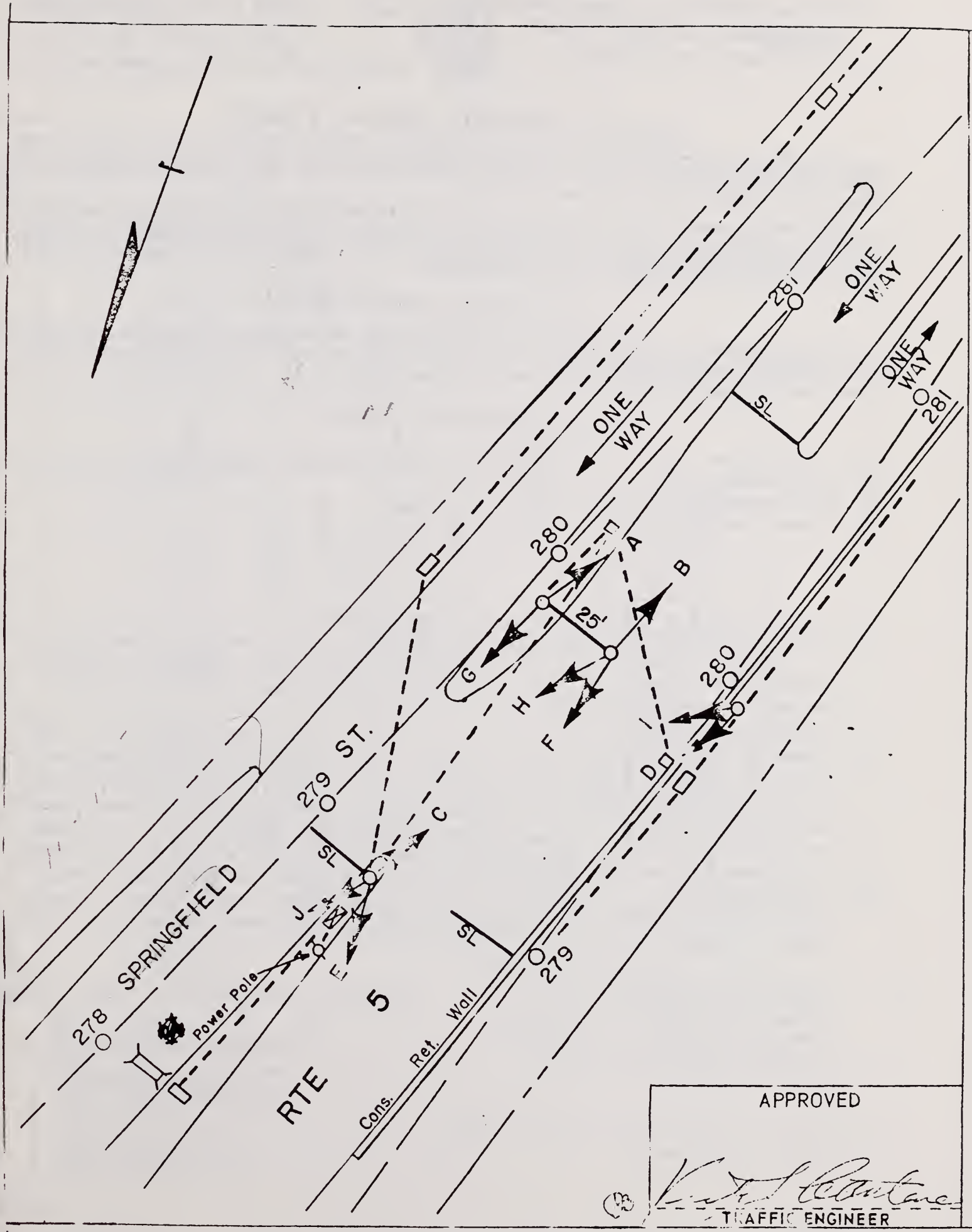
### NOTES

| OFFICE RECORD AND REVISIONS |
|---|
| Power Pole No.- 154 H.G. & E |
| Meter No.- 42-245-680 |
| |
| Completed: March 11, 1974 |
| Checked: |
| Supersedes Layout Dated Aug. 15, 1967 |
| |
| Interconnected and coordinated with |
| Signals at Rte. 5 & Springfield St. |
| - Rte. 5 & North Drive to hospital |
| - Rte. 5 & South Drive to hospital |
| |
| |
| |
| |
| |

- SIGNAL POST
- PULL BOX (Size Specified)
- CONTROL
- METER
- WOODEN POLE
- MAST ARM
- SONIC DETECTOR
- PRESSURE DETECTOR
- MAGNETIC DETECTOR
- PEDESTRIAN PUSH BUTTON
- SIGNAL OR FLASHER HOUSING
  - R = RED  W = WALK
  - Y = YELLOW  FDW = FLASH DON'T WALK
  - G = GREEN  DW = DON'T WALK
  - VA = VERTICAL ARROW
  - LA = LEFT ARROW
  - RA = RIGHT ARROW
- PROPOSED CONDUIT
- EXISTING CONDUIT
- OVERHEAD CABLE
- LOOP DETECTOR
- WALK - DON'T WALK PEDESTRIAN HOUSING
- FLASHER & METER PEDESTAL

| | | Date | By |
|---|---|---|---|
| Field Survey | Made | | |
| | Checked | | |
| Drawing | Made | 4/9/74 | J.F.L. |
| | Checked | | |

HED. 772-500-10-68-948288


ONE WAY
ONE WAY
ONE WAY
281
281
280
280
280
A
B
C
D
E
F
G
H
I
J
25'
SL
SL
SL
279 ST.
279
278
SPRINGFIELD
Power Pole
RTE 5
Cons. Ret. Wall
APPROVED
TRAFFIC ENGINEER

The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS
100 NASHUA STREET, BOSTON

City or Town Holyoke
Location Route 5 (Northampton Street)
℄ Station 230 + 50±
Date Jan. 27, 1986 Permit No.
Semi-Actuated

# TRAFFIC CONTROL SIGNAL PERMIT

AB-137-772(b)

Under authority of Chapter 89, Sec 8 General Laws, Tercentenary Edition, the Department of Public Works hereby approves the following described traffic control signal installation, and auxiliary signs and surface markings, for the above location, provided that a permit for the opening of the road and the placing of structures thereon shall be received from the board or officer in charge of the road.

This permit is granted for the specific signal installation described herein and for its operation in accordance with the conditions set forth below and with the requirements of the Department of Public Works. The details for any material alterations or any continued* or substantial departure from the provisions of this permit must be submitted to the department for approval with data sufficient to justify such modification. Failure to comply with these requirements automatically voids this permit during such time as non-compliance exists.

## I. STANDARDS OF INSTALLATION

The traffic control signal installation and all auxiliary signs and surface markings which are used in conjunction with such installation shall conform with the requirements of the Department of Public Works and with the sketch which Accompanies This Permit.

## II. OPERATION OF SIGNALS

(a) Type of control: Automatic
(b) Coordination: Interconnected With Holyoke Plaza Signal (Permit No. B-
(c) Special connections: None
(d) Timing for automatic operation: See Reverse Side

(e) Hours for Automatic Operation...Continuous.....
Signals may be operated automatically for a shorter period of time but not for a greater length of time than is here indicated except when unusual conditions arise which temporarily justify longer operation.

(f) Flashing Operation: Whenever a signal is not operating as a control device (stop and go), it must Flash Yellow or Flash Red as set forth in the signal sequence and at the rate of 50-60 flashes per minute unless otherwise specified in Part II(d) of this Permit.

(g) Manual Operation: Signals may be operated manually at any time irrespective of the hours designated in Part II(e) of this permit.

(h) Discontinuance: Signals may be discontinued at any time. When this is done signal faces must be turned away from traffic, taken down or hooded, and the District Highway Engineer notified.

This Permit Supersedes And Cancels
Permit No. A-B-137-772(a) Dated
November 19, 1984.
Flashing Operation Shall Conform
With Sec. 4B-18 of the MUTCD.

FOR THE DEPARTMENT OF PUBLIC WORKS

By Michael D Meyer

Michael D. Meyer
Director, B.T.P&D

* A period of seven consecutive days or more in any month.

HE● -762

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
10 PARK PLAZA
BOSTON, MA 02116

CITY: Holyoke
LOCATION: Route 5 (Northampton Street)
@ Station 230 + 50±
DATE: PERMIT:

| HOUSING | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | FLASH OPERATION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Initial Interval | | | | | 7 | | | 7 | | | |
| Vehicle Interval | | | | | 3 | | | 3 | | | |
| Mininum | | 28 | | | | | | | | | |
| Maximum | | | | | 19 | | | 13 | | | |
| Other Intervals | | | 3 | 2 | | 3 | 2 | | 3 | 2 | |
| Route 5 NB | A,B | VA | Y | R | R | R | R | VA | VA | VA | Y |
| Route 5 SB | C,D | VA,VA-RA | Y[1] | R[2] | R,R-RA | R,R-RA[3] | R,R-RA[4] | R | R | R | Y |
| Access Road | E,F | R,R | R | R | G,G-RA | Y[5] | R[6] | R,RA | R,Y | R,R | R |
| Route 5 NB Left | G | R | R | R | R | R | R | LA | Y | R | Y |
| | | PHASE A | | | PHASE B | | | PHASE C | | | |




VA = Green Vertical Arrow

RA = Green Right Arrow

LA = Green Left Arrow

Notes:

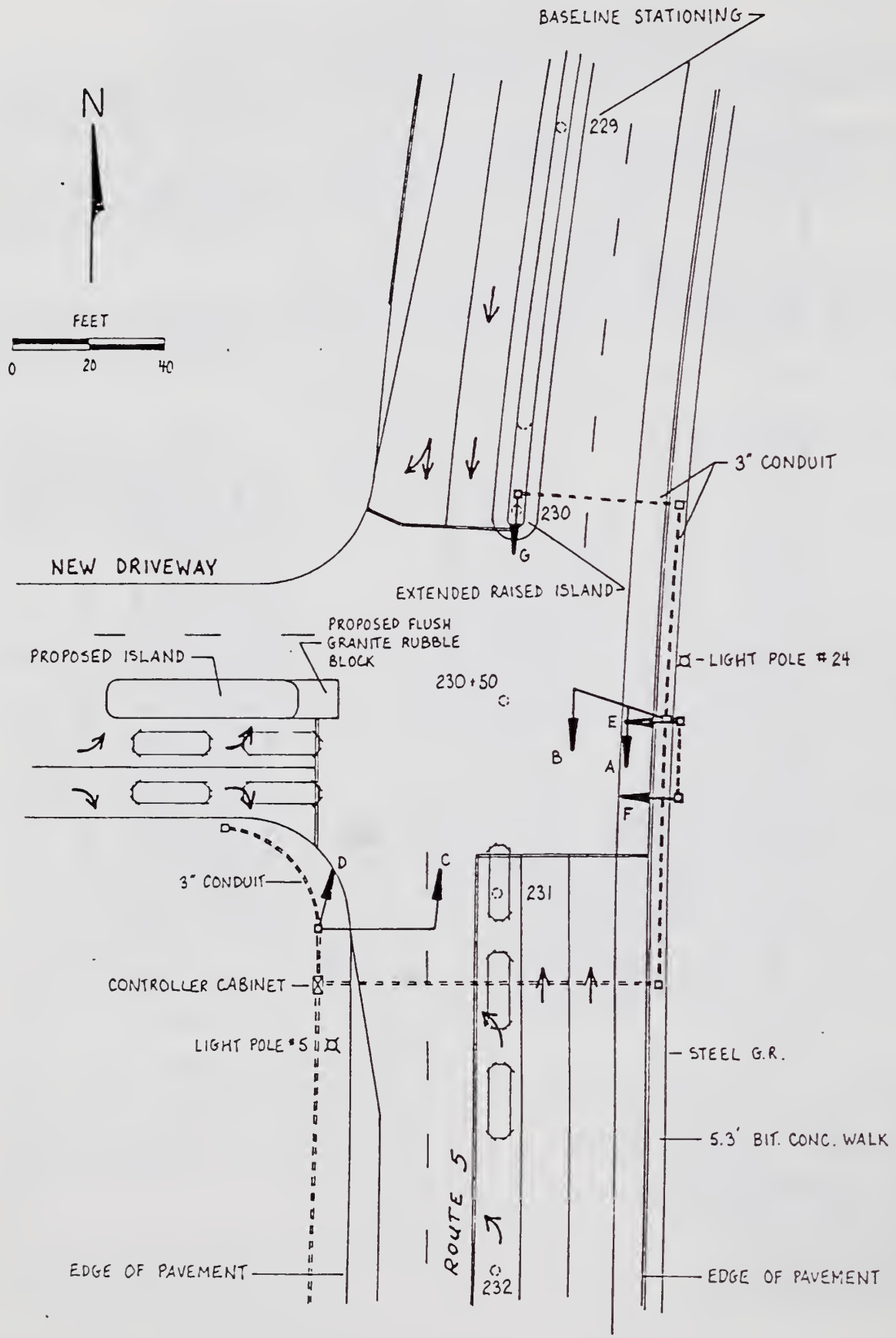
1. RA to appear with Y if Phase B is next
2. RA to appear with R if Phase B is next
3. Y to appear without RA if Phase C is next
4. R to appear without RA if Phase C is next
5. RA to appear with Y if Phase C is next
6. RA to appear with R if Phase C is next

All Signal Heads To Have 12" Lens

HED-763

SKETCH OF TRAFFIC SIGNAL LOCATION

| | |
|---|---|
| COMMONWEALTH OF MASSACHUSETTS<br>DEPARTMENT OF PUBLIC WORKS<br>10 PARK PLAZA<br>BOSTON, MA 02116 | CITY: Holyoke<br>LOCATION: Route 5 (Northampton Street)<br>@ Station 230 +50±<br>DATE: PERMIT |




HED-763

**The Commonwealth of Massachusetts**
**DEPARTMENT OF PUBLIC WORKS**
**100 NASHUA STREET, BOSTON**

City or Town Holyoke
Location Rte. 5 (Northampton St.) at Shopping Center Entrance
Date June 10, 1975 Permit No. B-1295
Semi-Actuated

# TRAFFIC CONTROL SIGNAL PERMIT

Under authority of Chapter 89, Sec. 8. General Laws, Tercentenary Edition, the Department of Public Works hereby approves the following described traffic control signal installation, and auxiliary signs and surface markings, for the above location, provided that a permit for the opening of the road and the placing of structures thereon shall be received from the board or officer in charge of the road.

This permit is granted for the specific signal installation described herein and for its operation in accordance with the conditions set forth below and with the requirements of the Department of Public Works. The details for any material alterations or any continued* or substantial departure from the provisions of this permit must be submitted to the department for approval with data sufficient to justify such modification. Failure to comply with these requirements automatically voids this permit during such time as non-compliance exists.

## I. STANDARDS OF INSTALLATION

The traffic control signal installation and all auxiliary signs and surface markings which are used in conjunction with such installation shall conform with the requirements of the Department of Public Works and with the sketch which Accompanies this permit

## II. OPERATION OF SIGNALS

(a) Type of control: Automatic
(b) Coordination: None
(c) Special connections: None
(d) Timing for automatic operation: See Reverse

(e) Hours for Automatic Operation.... Continuous
Signals may be operated automatically for a shorter period of time but not for a greater length of time than is here indicated except when unusual conditions arise which temporarily justify longer operation.

(f) Flashing Operation: Whenever a signal is not operating as a control device (stop and go), it must Flash Yellow or Flash Red as set forth in the signal sequence and at the rate of 50-60 flashes per minute unless otherwise specified in Part II(d) of this Permit.

(g) Manual Operation: Signals may be operated manually at any time irrespective of the hours designated in Part II(e) of this permit.

(h) Discontinuance: Signals may be discontinued at any time. When this is done signal faces must be turned away from traffic, taken down or hooded, and the District Highway Engineer notified.

FOR THE DEPARTMENT OF PUBLIC WORKS

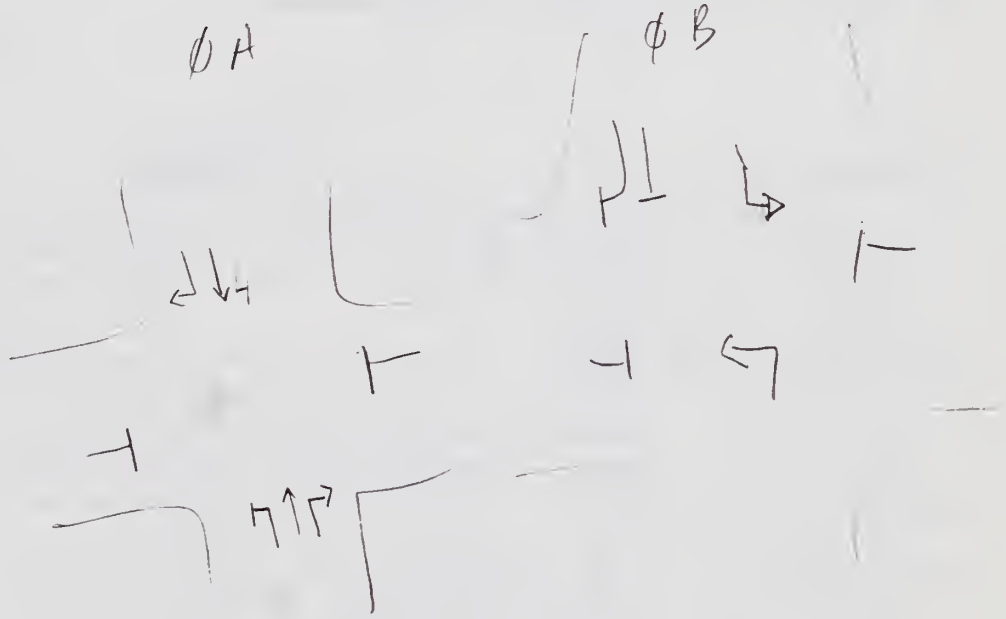
By L. T. Perkins
L. T. Perkins, P.E.
Traffic Engineer

* A period of seven consecutive days or more in any month.

HED-762

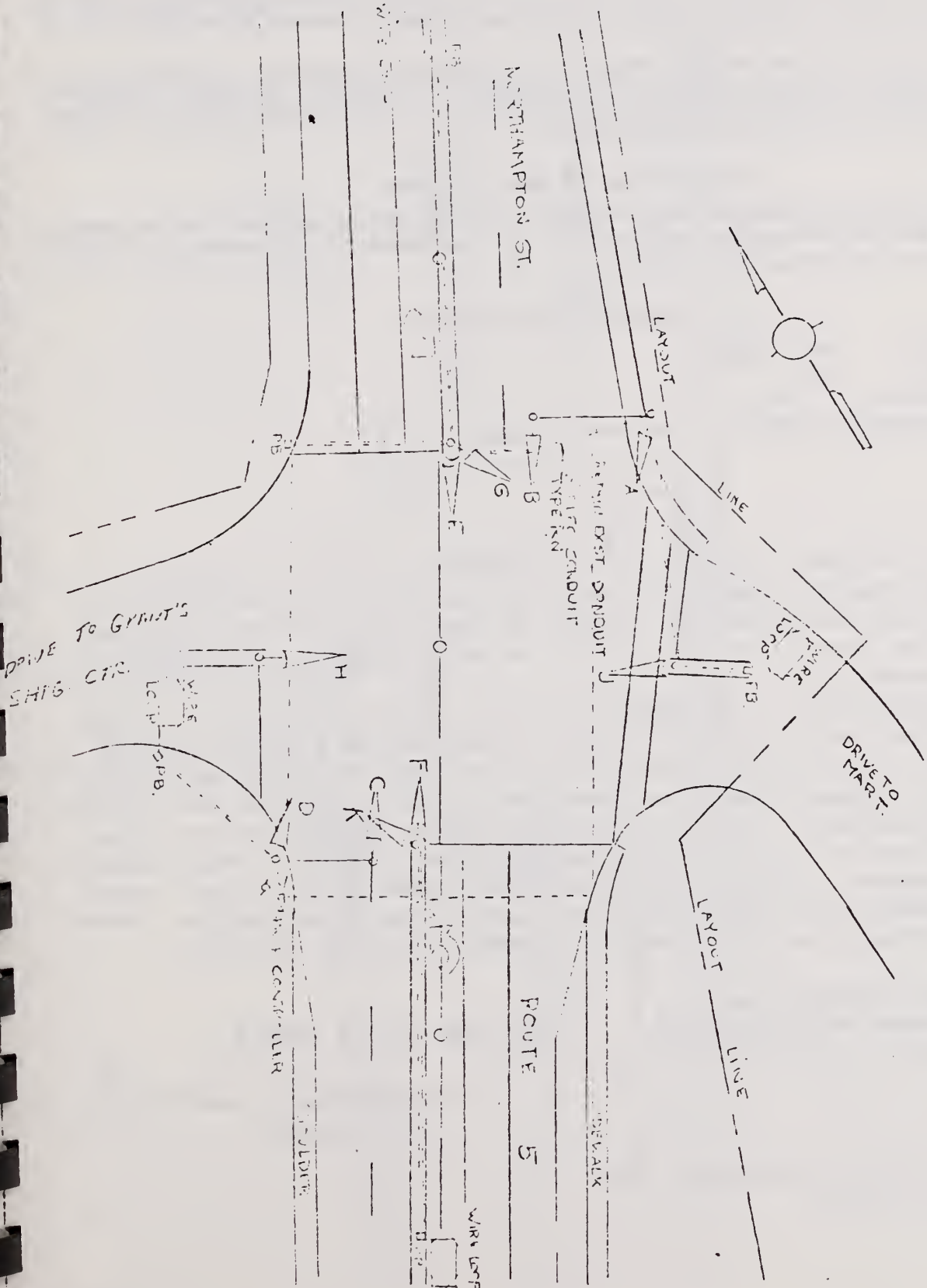
# SEQUENCE AND TIMING

| | | PHASE A | | | PHASE B | | | PHASE C | | | FLASH. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | OPER. |
| INITIAL INT. | | | | | 7 | | | 7 | | | |
| VEHICLE INT. | | | | | 3 | | | 3 | | | |
| MINIMUM | | 25 | | | | | | | | | |
| MAXIMUM | | | | | 18 | | | 17 | | | |
| OTHER INTERVALS | | | 3 | 2 | | 3 | 2 | | 3 | 2 | |
| | HSGS. | | | | | | | | | | |
| ROUTE 5 | A-D | VA-RA | Y | R | R | R | R | R | R | R | FY |
| ROUTE 5 | B-C | VA | Y | R | R | R | R | R | R | R | FY |
| LEFT TURN LANES | E-F | R | R | R | LA | Y | R | R | R | R | FY |
| MAMMOTH MART DR | G-H | R | R | R | R | R | R | G | Y | R | FR |
| GRANT'S DRIVE | J-K | R | R | R | R | R | R | G | Y | R | FR |



COMM. OF MASS.
DEPT OF PUBLIC WORKS
10 ASHBURTON PL. BOSTON

DATE: 6-10-75 PROJECT: B-1295
SCALE: 1" = 40'




HED-763

CITY OF HOLYOKE

ENGINEERING DEPARTMENT

City or Town Holyoke

Location Route 5 (Northampton Street) at Whiting Farms Road

Date 25 Feb 90 Permit No. B-1294(c)

SEMI-ACTUATED

# TRAFFIC CONTROL SIGNAL PERMIT

Under authority of Chapter 89, Sec. 8, General Laws, Tercentenary Edition, the Department of Public Works hereby approves the following described traffic control signal installation, and auxiliary signs and surface markings, for the above location, provided that a permit for the opening of the road and the placing of structures thereon shall be received from the board or officer in charge of the road.

This permit is granted for the specific signal installation described herein and for its operation in accordance with the conditions set forth below and with the requirements of the Department of Public Works. The details for any material alterations or any continued* or substantial departure from the provisions of this permit must be submitted to the department for approval with data sufficient to justify such modification. Failure to comply with these requirements automatically voids this permit during such time as non-compliance exists.

## I. STANDARDS OF INSTALLATION

The traffic control signal installation and all auxiliary signs and surface markings which are used in conjunction with such installation shall conform with the requirements of the Department of Public Works and with the sketch which is attached.

## II. OPERATION OF SIGNALS

(a) Type of control: Semi-Actuated

(b) Coordination: None

(c) Special connections: None

(d) Timing for automatic operation: See Reverse Side

(e) Hours for Automatic Operation Continuous

Signals may be operated automatically for a shorter period of time but not for a greater length of time than is here indicated except when unusual conditions arise which temporarily justify longer operation.

(f) Flashing Operation: Whenever a signal is not operating as a control device (stop and go), it must Flash Yellow or Flash Red as set forth in the signal sequence and at the rate of 50-60 flashes per minute unless otherwise specified in Part II(d) of this Permit.

(g) Manual Operation: Signals may be operated manually at any time irrespective of the hours designated in Part II(e) of this permit.

(h) Discontinuance: Signals may be discontinued at any time. When this is done signal faces must be turned away from traffic, taken down or hooded, and the District Highway Engineer notified.

NOTE: This Permit supersedes and cancels Permit No. B-1294(b) dated Oct. 21, 1975

FOR THE CITY OF HOLYOKE

By David E. Fundis

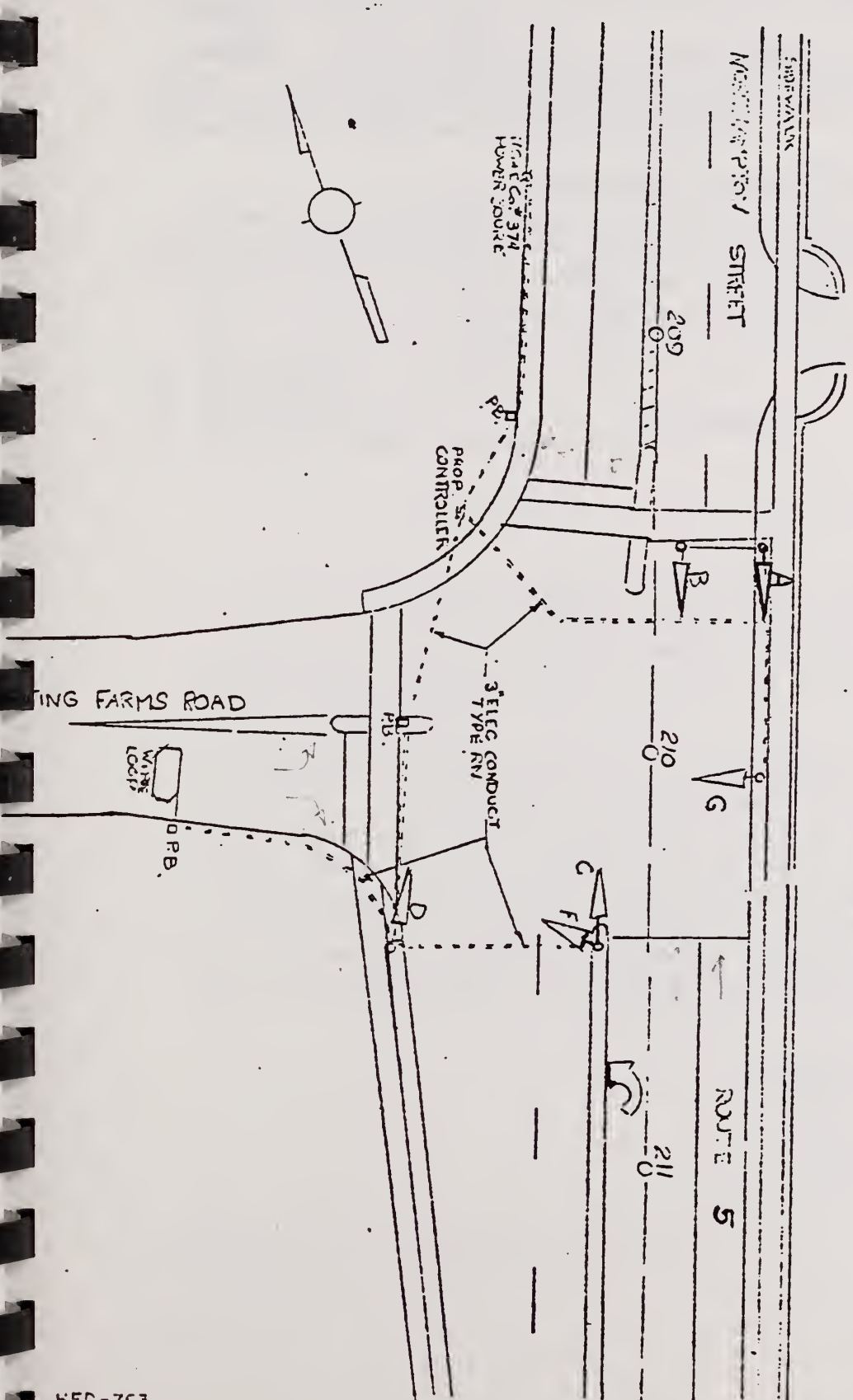
CITY ENGINEER

* A period of seven consecutive days or more in any month.

HED-762

COMM. OF MASS.
DEPT. OF PUBLIC WORKS
100 NASHUA ST. BOSTON

CITY: HAVERHILL
RTE. 5 (WASHINGTON ST.) @ WHITTIER FARMS RD.
DATE: 26 Feb 90 PROJECT: B-1294 (C)
SCALE: 1" = 40' DBR




HED-763

## SEQUANCE & TIMING

| | | PHASE "A" | | | | PHASE "B" | | | Flash. Oper. |
|---|---|---|---|---|---|---|---|---|---|
| Init. Int. | | | | | | 7 | | | |
| Veh. Int. | | | | | | 5 | | | |
| Advance Green | | 8 | | | | | | | |
| Minimum | | | 17 | | | | | | |
| Maximum | | | | | | 40 | | | |
| Clearance Int. | | | | 3 | 1 | | 3 | 1 | |
| | Hsgs. | | | | | | | | |
| Route 5, NB | A-B | G | G | Y | R | R | R | R | FY |
| Route 5, SB | C | R | G | Y | R | R | R | R | FY |
| Route 5, SB | D | R | G | Y | R | R-RA | Y | R | FY |
| Whiting Farms Rd. | F-G | R | R | R | R | G | Y | R | FR |

The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS
100 NASHUA STREET, BOSTON

City or Town.....Holyoke.....
Location .Northampton St. at Laurel St.
.....
Date.....Permit No.....
June 10, 1976 Pedestrian B-1400

# TRAFFIC CONTROL SIGNAL PERMIT

Under authority of Chapter 89, Sec. 8, General Laws, Tercentenary Edition, the Department of Public Works hereby approves the following described traffic control signal installation, and auxiliary signs and surface markings, for the above location, provided that a permit for the opening of the road and the placing of structures thereon shall be received from the board or officer in charge of the road.

This permit is granted for the specific signal installation described herein and for its operation in accordance with the conditions set forth below and with the requirements of the Department of Public Works. The details for any material alterations or any continued* or substantial departure from the provisions of this permit must be submitted to the department for approval with data sufficient to justify such modification. Failure to comply with these requirements automatically voids this permit during such time as non-compliance exists.

## I. STANDARDS OF INSTALLATION

The traffic control signal installation and all auxiliary signs and surface markings which are used in conjunction with such installation shall conform with the requirements of the Department of Public Works and with the sketch which .....accompanies this Permit.....

## II. OPERATION OF SIGNALS

(a) Type of control: [illegible]
(b) Coordination: [illegible]
(c) Special connections: [illegible] Push Buttons
(d) Timing for automatic operation:

[illegible] Reverse

(e) Hours for Automatic Operation.....7:00 A.M. to 11:00 P.M.....
Signals may be operated automatically for a shorter period of time but not for a greater length of time than is here indicated except when unusual conditions arise which temporarily justify longer operation.

(f) Flashing Operation: Whenever a signal is not operating as a control device (stop and go), it must Flash Yellow or Flash Red as set forth in the signal sequence and at the rate of 50-60 flashes per minute unless otherwise specified in Part II(d) of this Permit.

(g) Manual Operation: Signals may be operated manually at any time irrespective of the hours designated in Part II(e) of this permit.

(h) Discontinuance: Signals may be discontinued at any time. When this is done signal faces must be turned away from traffic, taken down or hooded, and the District Highway Engineer notified.

FOR THE DEPARTMENT OF PUBLIC WORKS

By [signature]

L. T. Perkins, P.E.
Traffic Engineer

* A period of seven consecutive days or more in any month.

HED-762

# SEQUENCE & TIMING

| | Ø A | | | PED. Ø * | | | Ø B | | | FLASH |
|---|---|---|---|---|---|---|---|---|---|---|
| INITIAL INTERVAL | | | | | | | 5 | | | |
| VEHICLE INTERVAL | | | | | | | 5 | | | |
| MINIMUM | 30 | | | | | | | | | |
| MAXIMUM | | | | | | | 20 | | | |
| PEDESTRIAN INTERVALS | | | | 7 | 8 | | | | | |
| CLEARANCE INTERVALS | | 3 | 2 | | | 2 | | 3 | 2 | |
| | | | | | | | | | | |
| NORTHAMPTON ST. | G | Y | R | R | R | R | R | R | R | FY |
| LAUREL ST. | R | R | R | R | R | R | G | Y | R | FR |
| PEDESTRIAN | DW | DW | DW | WALK | FDW | DW | DW | DW | DW | EXT. |

* UPON P.B. ACTUATION ONLY.

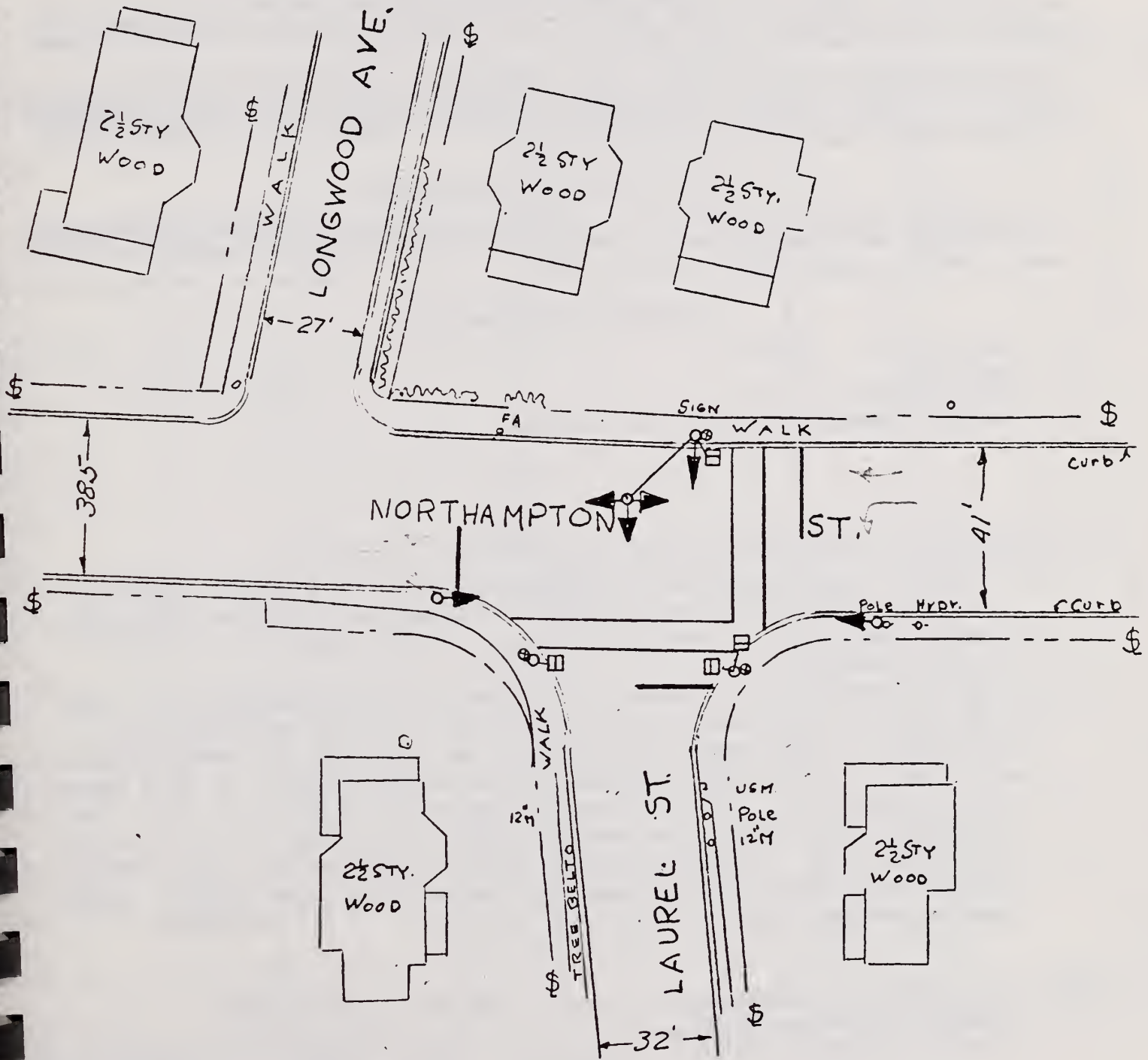
# SKETCH OF TRAFFIC CONTROL SIGNAL

ORL T-57

COMM. OF MASS.
DEPT. OF PUBLIC WORKS
100 NASHUA ST., BOSTON

CITY: HOLYOKE
NORTHAMPTON ST. AT LAUREL ST.
DATE: 6-10-76 PERMIT: B-1400

SCALE: 1" = 40'



CITY OF HOLYOKE

ENGINEERING DEPARTMENT

City or Town Holyoke

Location Northampton, South & Hitchcock S & Westfield Rd.

Date March 8, 1990 Permit No. B-145(a

# TRAFFIC CONTROL SIGNAL PERMIT

Under authority of Chapter 89, Sec. 8, General Laws, Tercentenary Edition, the Department of Public Works hereby approves the following described traffic control signal installation, and auxiliary signs and surface markings, for the above location, provided that a permit for the opening of the road and the placing of structures thereon shall be received from the board or officer in charge of the road.

This permit is granted for the specific signal installation described herein and for its operation in accordance with the conditions set forth below and with the requirements of the Department of Public Works. The details for any material alterations or any continued* or substantial departure from the provisions of this permit must be submitted to the department for approval with data sufficient to justify such modification. Failure to comply with these requirements automatically voids this permit during such time as non-compliance exists.

## I. STANDARDS OF INSTALLATION

The traffic control signal installation and all auxiliary signs and surface markings which are used in conjunction with such installation shall conform with the requirements of the Department of Public Works and with the sketch which is attached

## II. OPERATION OF SIGNALS

(a) Type of control: Actuated

(b) Coordination: None

(c) Special connections: None

(d) Timing for automatic operation: See attached

(e) Hours for Automatic Operation 6:00 A.M. to 11:00 P.M.

Signals may be operated automatically for a shorter period of time but not for a greater length of time than is here indicated except when unusual conditions arise which temporarily justify longer operation.

(f) Flashing Operation: Whenever a signal is not operating as a control device (stop and go), it must Flash Yellow or Flash Red as set forth in the signal sequence and at the rate of 50-60 flashes per minute unless otherwise specified in Part II(d) of this Permit.

(g) Manual Operation: Signals may be operated manually at any time irrespective of the hours designated in Part II(e) of this permit.

(h) Discontinuance: Signals may be discontinued at any time. When this is done signal faces must be turned away from traffic, taken down or hooded, and the City Engineer notified.

NOTE: This Permit supersedes and cancels Permit No. B-145 dated June 27, 1968

FOR THE CITY OF HOLYOKE

By [signature], P.E.

CITY ENGINEER

* A period of seven consecutive days or more in any month.

HED-762

# HOLYOKE

NORTHAMPTON, SOUTH & HITCHCOCK STS. & WESTFIELD RD

PERMIT: B-145 a, 3 MAR 71

## SEQUENCE & TIMING

| | | Ø A | | | | Ø B | | | | PED Ø | | Ø C | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INTERVAL | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | FLASH OPER. |
| INIT INT | | 6 | | | | 6 | | | | | | 6 | | | |
| PASSAGE | | 4 | | | | 4 | | | | | | 4 | | | |
| MAXIMUM | | 30 | | | | 20 | | | | | | 15 | | | |
| OTHER INT. | | | 3 | 3 | 1 | | 3 | 3 | 1 | 6 | 10 | | 3 | 1 | |
| SIGNALS FACING | HSGS. | | | | | | | | | | | | | | |
| HPT. ST N.3 | A, B | G | Y | R | R | R | R | R | R | R | R | R | R | R | F-Y |
| HFT. ST N.3. | C | G | G | Y③ | R③ | R | R | R | R | R | R | G | G | G | F-Y |
| NHFT ST N.B | D | G | G | Y③ | R③ | R | R | R | R | R | R | G/RA | G/RA | G/RA | F-Y |
| NHPT. ST N.B. | E | G | G | G① | G② | G/LA | G/LA | Y | R | R | R | R | R | R | F-Y |
| HFT ST. N.B. | F | G | G | G① | G② | G | G | Y | R | R | R | R | R | R | F-Y |
| NHPT ST S.B. | G, H | G | Y | R | R | R | R | R | R | R | R | R | R | R | F-Y |
| NHPT ST. S.B. | J, K | G | G | Y | R | R | R | R | R | R | R | R | R | R | F-Y |
| HFT. ST S.B | L, M | G | G | G① | G② | G | G | Y | R | R | R | R | R | R | F-Y |
| SOUTH ST W.B. | Q, R | R | R | R | R | G | Y | R | R | R | R | R | R | R | F-R |
| HITCH. ST, WESTF. ST | N, P, S, T | R | R | R | R | R | R | R | R | R | R | G | Y | R | F-R |
| PEDESTRIAN | 1-10 | DW | DW | DW | DW | DW | DW | DW | DW | W | FDW | DW | DW | DW | FAT. |

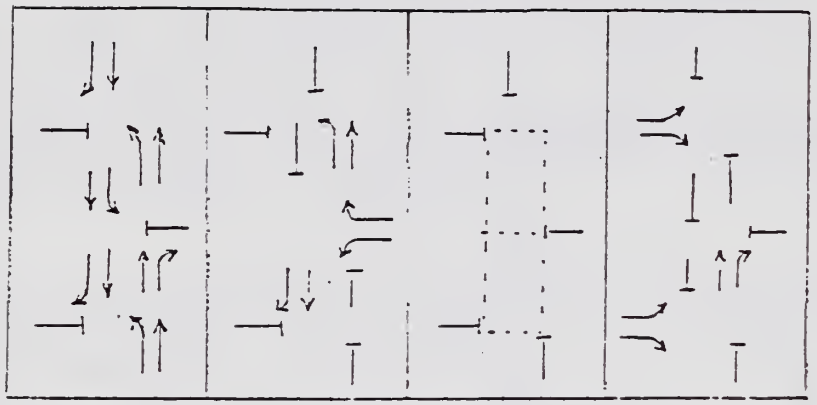
① BECOMES YELLOW IF Ø C FOLLOWS
② BECOMES RED IF Ø C FOLLOWS
③ REMAINS GREEN IF Ø C FOLLOWS
NOTE: PHASE A TO BE SET ON RECALL/MIN.

HOURS OF OPERATION - 6 A.M TO 11 P.M.

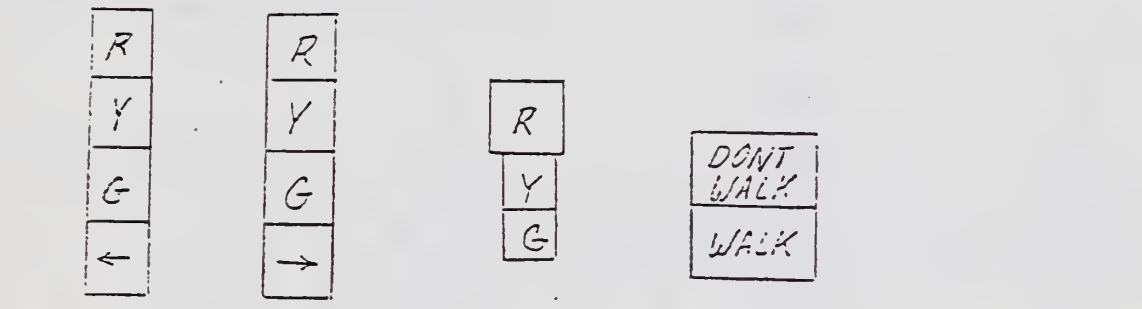
# HOLYOKE

## NORTHAMPTON, SOUTH & HITCHCOCK STS & WESTFIELD RD

### SIGNAL PHASING DIAGRAM



PERMIT: B-
8 MAR 9




"E" 12" LENS

"D" 12" LENS

ALL OTHERS 12" RED

1, 2, 3, 4, 7, 8, 9, 10 } 3 IN. LETTERS

5, 6 - 4½ IN. LETTERS

### SIGNAL HEADS

CITY OF HOLYOKE

ENGINEERING DEPARTMENT

City or Town Holyoke

Location Northampton St, (Rte. 5) at Beech & Cherry Streets (Rte. 202)

Date March 1, 1990 Permit No. B-1867(a)

# TRAFFIC CONTROL SIGNAL PERMIT

Under authority of Chapter 89, Sec. 8, General Laws, Tercentenary Edition, the Department of Public Works hereby approves the following described traffic control signal installation, and auxiliary signs and surface markings, for the above location, provided that a permit for the opening of the road and the placing of structures thereon shall be received from the board or officer in charge of the road.

This permit is granted for the specific signal installation described herein and for its operation in accordance with the conditions set forth below and with the requirements of the Department of Public Works. The details for any material alterations or any continued* or substantial departure from the provisions of this permit must be submitted to the department for approval with data sufficient to justify such modification. Failure to comply with these requirements automatically voids this permit during such time as non-compliance exists.

## I. STANDARDS OF INSTALLATION

The traffic control signal installation and all auxiliary signs and surface markings which are used in conjunction with such installation shall conform with the requirements of the Department of Public Works and with the sketch which accompanies this permit

## II. OPERATION OF SIGNALS

(a) Type of control: Automatic
(b) Coordination: None
(c) Special connections: Pedestrian Push Buttons
(d) Timing for automatic operation: 80 Sec. Cycle

See attached

(e) Hours for Automatic Operation 6:00 A.M. to 1:00 A.M.
Signals may be operated automatically for a shorter period of time but not for a greater length of time than is here indicated except when unusual conditions arise which temporarily justify longer operation.

(f) Flashing Operation: Whenever a signal is not operating as a control device (stop and go), it must Flash Yellow or Flash Red as set forth in the signal sequence and at the rate of 50-60 flashes per minute unless otherwise specified in Part II(d) of this Permit.

(g) Manual Operation: Signals may be operated manually at any time irrespective of the hours designated in Part II(e) of this permit.

(h) Discontinuance: Signals may be discontinued at any time. When this is done signal faces must be turned away from traffic, taken down or hooded, and the District Highway Engineer notified.

NOTE: This permit takes effect and cancels previous Permits B-39(a) dated April 3, 1969 and B-1867 dated Oct. 24, 1983 upon implementation

FOR THE CITY OF HOLYOKE

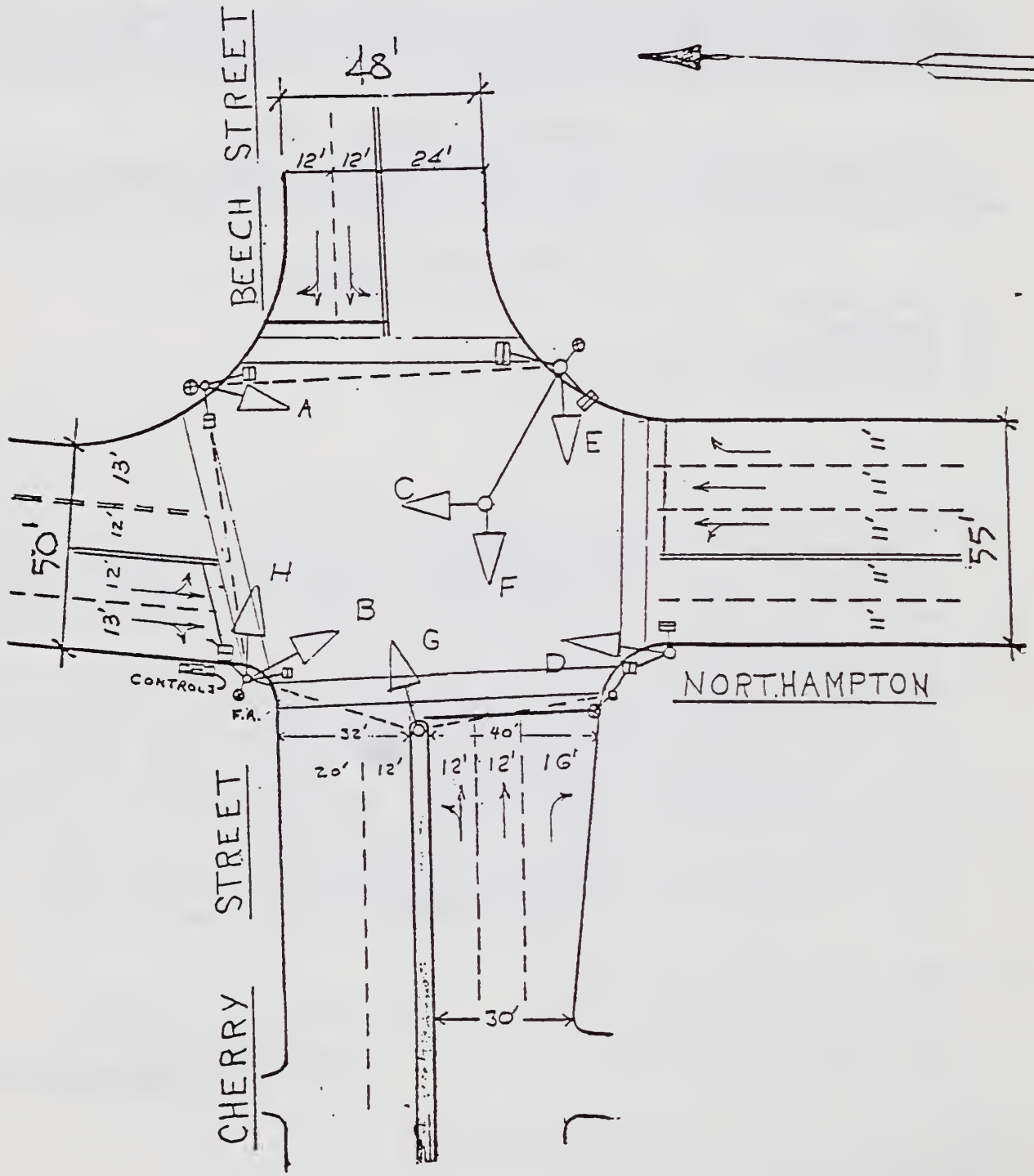
By David G. Rugg, P.E.
CITY ENGINEER

* A period of seven consecutive days or more in any month.

HED-762

COMMONWEALTH OF MASSACHUSETTS
DEPT. OF PUBLIC WORKS
100 NASHUA ST.
BOSTON, MASS.

CITY HOLYOKE
LOCATION Beech-Cherry-Northampton Sts.
DATE March 17, 1990
PERMIT NO. B-1867(a)




1" = 40'

## SEQUENCE AND TIMING

| Phase | 1 | | | | | 2 | | 3 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Seconds | 26 | 3 | 1 | 8 Δ | 10 Δ | 23 | 3 | 20 | 3 | 1 | Without P.B. Actuation |

| | Housings | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Northampton St. NB | A B | G | Y | R | R | R | R | R | R | R | R |
| Northampton St. SB | C D | G | Y | R | R | R | R | R | R | R | R |
| Cherry St. EB | E F | R | R | R | R | R | R | R | G | Y | R |
| Beech St. WB | G H | R | R | R | R | R | G | Y | R | Y | R |
| Pedestrian Housings All | | DW | DW | DW | W | FDW | DW | DW | DW | DW | DW |

Notes:

W = WALK

DW = DON'T WALK

FDW = Flashing DON'T WALK

Δ = Upon Push=button Actuation

## FLASHING OPERATION

| | |
|---|---|
| Northampton Street | FY |
| Cherry Street | FR |
| Beech Street | FR |

Flashing operation shall comply with Section 4B-18 of the Manual on Uniform Traffic Control Devices.

# APPENDIX H

# CAPACITY ANALYSIS CALCULATIONS

# APPENDIX H-1(a)

# INTERSECTION ANALYSIS

# EXISTING

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..EAST ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/12/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 109 | 0 | 546 | 52 | L | 12.0 | | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 822 | 638 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 152 | 0 | 0 | 28 | | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 85.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 25.0 | 35.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.507 | 0.141 | 27.1 | D | 16.6 | C |
| | R | 0.243 | 0.459 | 9.1 | B | | |
| NB | L | 1.128 | 0.318 | 100.9 | F | 46.7 | E |
| | T | 0.618 | 0.435 | 12.4 | B | | |
| SB | L | 0.107 | 0.318 | 15.6 | C | 11.4 | B |
| | T | 0.480 | 0.435 | 11.2 | B | | |
| | R | 0.051 | 0.435 | 9.0 | B | | |

---

INTERSECTION:  Delay = 32.5 (sec/veh)  V/C = 0.826  LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/12/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 428 | 0 | 95 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 872 | 713 | R | 10.0 | 12.0 | T | 12.0 | T | 12.0 |
| RT | 8 | 0 | 0 | 0 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 40.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.968 | 0.290 | 48.7 | E | 48.1 | E |
| | R | 0.022 | 0.290 | 15.2 | C | | |
| NB | L | 0.414 | 0.151 | 27.8 | D | 14.0 | B |
| | T | 0.617 | 0.462 | 12.6 | B | | |
| SB | T | 0.505 | 0.462 | 11.5 | B | 13.6 | B |

---

INTERSECTION:  Delay = 20.4 (sec/veh)  V/C = 0.638  LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MORGAN RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/12/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 388 | 344 | 302 | 69 | L | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 155 | 281 | 742 | 866 | LT | 12.0 | LT | 12.0 | L | 12.0 | T | 12.0 | |
| RT | 60 | 34 | 339 | 342 | TR | 12.0 | TR | 15.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.94 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.87 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.77 | 50 | N | 8.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 90.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | X | | | SB | LT | | | X | |
| | TH | | X | | | | TH | | X | X | |
| | RT | | X | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 14.0 | 16.0 | 0.0 | 0.0 | GREEN | | 11.0 | 15.0 | 8.0 | 0.0 |
| YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.752 | 0.178 | 30.4 | D | 29.9 | D |
| | TR | 0.762 | 0.178 | 29.0 | D | | |
| WB | L | 0.580 | 0.200 | 25.7 | D | 29.0 | D |
| | TR | 0.860 | 0.200 | 32.7 | D | | |
| NB | L | 0.770 | 0.144 | 33.4 | D | 20.0 | C |
| | T | 0.665 | 0.378 | 15.8 | C | | |
| | R | 0.681 | 0.378 | 17.1 | C | | |
| SB | L | 0.476 | 0.111 | 30.0 | D | 28.5 | D |
| | T | 0.962 | 0.344 | 29.6 | D | | |
| | R | 0.851 | 0.344 | 25.2 | D | | |

---

INTERSECTION: Delay = 25.8 (sec/veh) V/C = 0.865 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..DAGGETT DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/13/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 748 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1198 | 0 | : | 12.0 | | 10.0 | T | 12.0 | L | 12.0 | |
| RT | 0 | 300 | 56 | 0 | : | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| RR | 0 | 300 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.94 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 46.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 20.0 | 14.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.000 | 0.304 | 7.2 | B | 16.3 | C |
| NB | T | 0.739 | 0.500 | 4.1 | A | 6.8 | B |
| | R | 0.077 | 0.500 | 1.8 | A | | |
| SB | L | 0.721 | 0.348 | 11.5 | B | 13.7 | B |

---

INTERSECTION: Delay = 13.8 (sec/veh) V/C = 0.872 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/13/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 348 | 210 | 0 | 12.0 | L | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1141 | 1225 | 12.0 | R | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 37 | 255 | 0 | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | R | 10.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.3 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 20.3 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 8.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 8.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 89.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 20.0 | 0.0 | 0.0 | 0.0 | GREEN | | 15.0 | 40.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.020 | 0.236 | 66.0 | F | 47.6 | E |
| | R | 0.130 | 0.236 | 20.4 | C | | |
| NB | L | 0.755 | 0.191 | 32.5 | D | 8.0 | B |
| | T | 0.561 | 0.697 | 5.3 | B | | |
| | R | 0.226 | 0.933 | 0.2 | A | | |
| SB | T | 0.915 | 0.472 | 22.6 | C | 26.9 | D |

---

INTERSECTION: Delay = 23.8 (sec/veh) V/C = 0.909 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WAYSIDE AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.......JSP
DATE.....3/13/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 172 | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 998 | 1043 | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 158 | 62 | 0 | 12.0 | | 12.0 | R | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.89 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |

SIGNAL SETTINGS — CYCLE LENGTH = 70.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.634 | 0.186 | 19.8 | C | 23.8 | C |
| NB | T | 0.490 | 0.686 | 3.5 | A | 7.2 | B |
| | R | 0.068 | 0.686 | 2.3 | A | | |
| SB | L | 0.529 | 0.214 | 19.7 | C | 7.5 | B |
| | T | 0.364 | 0.943 | 0.1 | A | | |

INTERSECTION: Delay = 13.3 (sec/veh) V/C = 0.651 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..BRUSH HILL /RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/13/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 271 | 0 | R | 12.0 | R | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 974 | 964 | | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 129 | 0 | 0 | 56 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.75 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.94 | 0 | N | 5.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 70.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | R | 0.605 | 0.186 | 19.1 | C | 24.0 | C |
| NB | L | 0.830 | 0.214 | 30.2 | D | 6.5 | B |
| | T | 0.338 | 0.943 | 0.1 | A | | |
| SB | T | 0.443 | 0.686 | 3.3 | A | 13.1 | B |
| | R | 0.058 | 0.686 | 2.3 | A | | |

---

INTERSECTION: Delay = 13.4 (sec/veh) V/C = 0.682 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/13/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 71 | 13 | 375 | 13 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 3 | 3 | 342 | 445 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 313 | 2 | 6 | 82 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

---

SIGNAL SETTINGS CYCLE LENGTH = 80.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 20.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 15.0 | 12.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.176 | 0.275 | 14.3 | B | 27.0 | D |
| | R | 0.835 | 0.275 | 25.7 | D | | |
| WB | L | 0.120 | 0.275 | 16.5 | C | 13.8 | B |
| | TR | 0.013 | 0.275 | 13.6 | B | | |
| NB | L | 0.635 | 0.387 | 16.6 | C | 12.6 | B |
| | TR | 0.261 | 0.438 | 9.2 | B | | |
| SB | L | 0.049 | 0.175 | 20.9 | C | 21.4 | C |
| | TR | 0.785 | 0.225 | 22.0 | C | | |

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INTERSECTION: Delay = 19.7 (sec/veh) V/C = 0.735 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..PROV.HOSP JUG HANDLE/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/13/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 170 | 11 | 0 | 0 | L | 12.0 | LT | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 78 | 368 | 325 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 47 | 0 | 0 | 43 | | 12.0 | | 12.0 | | 12.0 | R | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.84 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.81 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 54.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | X | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.435 | 0.296 | 12.1 | B | 13.1 | B |
| | R | 0.123 | 0.296 | 10.6 | B | | |
| WB | LT | 0.207 | 0.296 | 10.9 | B | 14.7 | B |
| NB | T | 0.203 | 0.593 | 3.9 | A | 12.5 | B |
| SB | T | 0.190 | 0.593 | 3.8 | A | 4.3 | A |
| | R | 0.056 | 0.593 | 3.5 | A | | |

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INTERSECTION: Delay = 11.1 (sec/veh) V/C = 0.280 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MAIN ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/13/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 178 | 0 | 0 | L | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 295 | 240 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS CYCLE LENGTH = 55.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 12.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 6.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 7.0 | 0.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.428 | 0.273 | 12.9 | B | 16.5 | C |
| NB | T | 0.156 | 0.618 | 3.4 | A | 13.4 | B |
| SB | T | 0.134 | 0.618 | 3.3 | A | 6.5 | B |

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INTERSECTION: Delay = 12.9 (sec/veh) V/C = 0.240 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..AMES PLAZA DR./RTE.5
AREA TYPE.....OTHER
ANALYST.......JSP
DATE.....5/6/91
TIME.....PM PEAK HOUR
COMMENT.....1991 VOLUMES

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| | VOLUMES | | | | | GEOMETRY | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB |
| LT | 49 | 0 | 81 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 256 | 219 | R | 12.0 | | 12.0 | T | 12.0 | TR | 15.0 |
| RT | 96 | 0 | 0 | 15 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 5.00 | N | 0 | 0 | 0.75 | 50 | N | 23.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 23.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 63.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 28.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.206 | 0.190 | 16.4 | C | 16.7 | C |
| | R | 0.225 | 0.381 | 10.1 | B | | |
| NB | L | 0.294 | 0.190 | 16.8 | C | 5.5 | B |
| | T | 0.124 | 0.714 | 2.1 | A | | |
| SB | TR | 0.155 | 0.476 | 7.1 | B | 4.8 | A |

---

INTERSECTION: Delay = 7.2 (sec/veh) V/C = 0.252 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....5/6/91
TIME.....PM PEAK HOUR
COMMENT.....1991 VOLUMES

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 90 | 3 | 40 | 35 | : LT | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 263 | 199 | : R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 17 | 3 | 3 | 39 | : | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 60.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.333 | 0.200 | 15.8 | C | 21.6 | C |
| | R | 0.073 | 0.200 | 14.8 | B | | |
| WB | LTR | 0.032 | 0.200 | 14.7 | B | 14.7 | B |
| NB | L | 0.135 | 0.200 | 15.0 | C | 8.5 | B |
| | TR | 0.199 | 0.450 | 7.6 | B | | |
| SB | L | 0.115 | 0.200 | 14.9 | B | 7.4 | B |
| | TR | 0.178 | 0.450 | 7.5 | B | | |

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INTERSECTION:  Delay = 13.1 (sec/veh)  V/C = 0.616  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITTING FARMS/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....5/6/91
TIME.....PM PEAK HOUR
COMMENT.....1991 VOLUMES

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 631 | 0 | 46 | 0 | : L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 339 | 244 | : R | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RT | 22 | 0 | 0 | 616 | : | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS CYCLE LENGTH = 63.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 30.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 17.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.828 | 0.492 | 15.3 | C | 15.0 | C |
| | R | 0.032 | 0.492 | 6.3 | B | | |
| NB | L | 0.047 | 0.413 | 8.4 | B | 9.3 | B |
| | T | 0.281 | 0.413 | 9.4 | B | | |
| SB | T | 0.507 | 0.286 | 15.0 | B | 6.1 | B |
| | R | 0.553 | 0.778 | 2.5 | A | | |

---

INTERSECTION: Delay = 9.8 (sec/veh) V/C = 0.617 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..LAUREL ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....5/17/91
TIME.....PM PEAK HOUR
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | : | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 361 | 0 | 21 | : | 12.0 | LR | 15.0 | T | 11.0 | L | 10.0 | |
| TH | 0 | 0 | 516 | 491 | : | 12.0 | | 12.0 | R | 11.0 | T | 12.0 | |
| RT | 0 | 6 | 395 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 50 | N | 13.6 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.89 | 50 | Y | 13.6 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.88 | 50 | Y | 5.9 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.92 | 50 | N | 5.9 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 77.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 7.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | LR | 1.092 | 0.286 | 89.0 | F | 89.0 | F |
| NB | T | 0.812 | 0.416 | 20.0 | C | 19.1 | C |
| | R | 0.731 | 0.416 | 17.5 | C | | |
| SB | L | 0.265 | 0.416 | 11.6 | B | 16.4 | C |
| | T | 0.721 | 0.416 | 16.7 | C | | |

---

INTERSECTION: Delay = 40.4 (sec/veh) V/C = 0.780 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HITCHCOCK ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....5/23/91
TIME.....PM PEAK HOUR
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 190 | 0 | 21 | 0 | LR | 15.0 | | 12.0 | L | 10.0 | TR | 15.0 | |
| TH | 0 | 0 | 424 | 472 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RT | 39 | 0 | 0 | 95 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 3.00 | N | 0 | 0 | 0.91 | 50 | Y | 16.0 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.84 | 50 | N | 9.0 | 3 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.86 | 50 | Y | 9.0 | 5 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.118 | 0.172 | 103.5 | F | 103.5 | F |
| NB | L | 0.349 | 0.333 | 19.0 | C | 29.6 | D |
| | T | 0.845 | 0.333 | 25.0 | D | | |
| SB | TR | 0.645 | 0.591 | 5.3 | B | 8.2 | B |

---

INTERSECTION:  Delay = 32.1 (sec/veh)  V/C = 0.768  LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..SOUTH ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....5/22/91
TIME.....PM PEAK HOUR
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 231 | 0 | 62 | : R | 12.0 | L | 12.0 | TR | 15.0 | L | 11.0 | |
| TH | 0 | 0 | 369 | 341 | : R | 12.0 | R | 12.0 | | 10.0 | T | 11.0 | |
| RT | 0 | 275 | 249 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 18.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 18.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.86 | 50 | Y | 10.8 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.78 | 50 | N | 10.8 | 5 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 6.0 | 0.0 | 0.0 | GREEN | | 15.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.703 | 0.226 | 29.1 | D | 36.0 | D |
| | R | 0.935 | 0.226 | 42.6 | E | | |
| NB | TR | 0.812 | 0.538 | 10.6 | B | 10.0 | B |
| SB | L | 1.058 | 0.333 | 128.3 | F | 30.2 | D |
| | T | 0.751 | 0.333 | 12.4 | B | | |

---

INTERSECTION: Delay = 30.2 (sec/veh) V/C = 0.872 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WESTFIELD RD./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....5/22/91
TIME.....PM PEAK HOUR
COMMENT.....1991 VOLUMES

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 93 | 0 | 206 | 0 | LR | 12.0 | | 12.0 | LT | 12.0 | T | 11.0 | |
| TH | 0 | 0 | 439 | 362 | | 12.0 | | 12.0 | | 12.0 | R | 11.0 | |
| RT | 41 | 0 | 0 | 65 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.75 | 50 | Y | 16.3 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.3 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.93 | 50 | N | 8.3 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.85 | 50 | Y | 8.3 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 0.862 | 0.172 | 41.1 | E | 41.1 | E |
| NB | LT | 0.969 | 0.591 | 20.3 | C | 25.8 | D |
| SB | T | 0.732 | 0.333 | 20.4 | C | 21.6 | C |
| | R | 0.155 | 0.333 | 14.1 | B | | |

---

INTERSECTION:  Delay = 29.4 (sec/veh)  V/C = 0.980  LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..RTE 202/RTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....4/10/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 97 | 88 | 66 | 33 | LT | 12.0 | LT | 12.0 | LT | 11.0 | LT | 12.0 | |
| TH | 322 | 366 | 307 | 307 | T | 12.0 | TR | 12.0 | T | 11.0 | TR | 13.0 | |
| RT | 37 | 50 | 177 | 145 | R | 15.0 | | 12.0 | R | 11.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | Y | 22.3 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | Y | 22.3 | 3 |
| NB | 0.00 | 0.00 | N | 0 | 0 | 0.92 | 50 | N | 23.5 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.87 | 50 | N | 23.5 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 98.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | X | | | NB | LT | X | | | |
| | TH | | X | | | | TH | X | | | |
| | RT | | X | | | | RT | X | | | |
| | PD | | | X | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | X | | | |
| | RT | X | | | | | RT | X | | | |
| | PD | | | X | | | PD | | | | |
| GREEN | | 23.0 | 20.0 | 8.0 | 0.0 | GREEN | | 26.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 3.0 | 4.0 | 10.0 | 0.0 | YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.627 | 0.214 | 27.7 | D | 27.4 | D |
| | R | 0.111 | 0.214 | 23.6 | C | | |
| WB | LTR | 0.740 | 0.235 | 28.9 | D | 28.9 | D |
| NB | LT | 0.612 | 0.276 | 24.7 | C | 24.7 | C |
| | R | 0.471 | 0.276 | 23.1 | C | | |
| SB | LTR | 0.773 | 0.276 | 28.3 | D | 28.6 | D |

---

INTERSECTION:  Delay = 27.4 (sec/veh)  V/C = 0.234  LOS = D

# APPENDIX H-1(b)

# INTERSECTION ANALYSIS

# YEAR 2000

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..EAST ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 1

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 119 | 0 | 631 | 74 | L | 12.0 | | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1129 | 859 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 197 | 0 | 0 | 30 | | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 91.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | X | |
| | TH | | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 15.0 | 38.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.681 | 0.132 | 34.9 | D | 17.1 | C |
| | R | 0.253 | 0.571 | 6.3 | B | | |
| NB | L | 0.942 | 0.440 | 33.3 | D | 15.2 | C |
| | T | 0.561 | 0.659 | 5.6 | B | | |
| SB | L | 0.442 | 0.110 | 29.9 | D | 22.5 | C |
| | T | 0.853 | 0.330 | 22.1 | C | | |
| | R | 0.072 | 0.330 | 13.5 | B | | |

---

INTERSECTION: Delay = 17.7 (sec/veh) V/C = 0.932 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....10/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 550 | 0 | 141 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1184 | 988 | R | 10.0 | 12.0 | T | 12.0 | T | 12.0 |
| RT | 8 | 0 | 0 | 0 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 100.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 42.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.943 | 0.440 | 36.7 | D | 36.3 | D |
| | R | 0.014 | 0.440 | 10.2 | B | | |
| NB | L | 0.661 | 0.140 | 35.5 | D | 16.7 | C |
| | T | 0.775 | 0.500 | 14.5 | B | | |
| SB | T | 0.980 | 0.330 | 35.2 | D | 35.2 | D |

---

INTERSECTION: Delay = 26.8 (sec/veh) V/C = 0.913 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MORGAN RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 556 | 507 | 344 | 105 | : L | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 |
| TH | 255 | 424 | 1084 | 1171 | : LT | 12.0 | LT | 12.0 | L | 12.0 | T | 12.0 |
| RT | 91 | 54 | 431 | 425 | : TR | 12.0 | TR | 15.0 | T | 12.0 | T | 12.0 |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | T | 12.0 | R | 12.0 |
| | | | | | : | 12.0 | | 12.0 | R | 12.0 | | 12.0 |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | N | 29.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.94 | 50 | N | 29.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.87 | 50 | N | 21.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.77 | 50 | N | 21.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 145.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | X | | | SB | LT | | | X | |
| | TH | | X | | | | TH | | X | X | |
| | RT | | X | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 30.0 | 0.0 | 0.0 | GREEN | | 15.0 | 35.0 | 15.0 | 0.0 |
| YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.028 | 0.186 | 80.7 | F | 99.8 | F |
| | TR | 1.167 | 0.186 | 132.1 | F | | |
| WB | L | 0.775 | 0.221 | 44.0 | E | 86.5 | F |
| | TR | 1.184 | 0.221 | 133.9 | F | | |
| NB | L | 1.080 | 0.117 | 111.0 | F | 43.5 | E |
| | T | 0.934 | 0.393 | 34.5 | D | | |
| | R | 0.533 | 0.614 | 10.8 | B | | |
| SB | L | 0.687 | 0.117 | 53.1 | E | 71.1 | F |
| | T | 1.140 | 0.393 | 92.4 | F | | |
| | R | 0.629 | 0.579 | 13.9 | B | | |

---

INTERSECTION: Delay = 68.7 (sec/veh) V/C = 1.148 LOS = F

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..DAGGETT DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 986 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1633 | 0 | : | 12.0 | | 10.0 | T | 12.0 | L | 12.0 | |
| RT | 0 | 517 | 181 | 0 | : | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| RR | 0 | 300 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.94 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 67.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.409 | 0.373 | 10.3 | B | 10.3 | B |
| NB | T | 1.023 | 0.493 | 21.5 | C | 19.8 | C |
| | R | 0.254 | 0.493 | 3.0 | A | | |
| SB | L | 0.821 | 0.403 | 16.6 | C | 16.6 | C |

---

INTERSECTION: Delay = 18.1 (sec/veh) V/C = 1.140 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 1

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 525 | 229 | 0 | 12.0 | L | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1636 | 1771 | 12.0 | R | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 53 | 399 | 0 | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | R | 10.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.3 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 20.3 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 8.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 100.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 11.0 | 50.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.560 | 0.260 | * | * | * | * |
| | R | 0.169 | 0.260 | 21.8 | C | | |
| NB | L | 1.210 | 0.130 | * | * | * | * |
| | T | 0.824 | 0.680 | 10.6 | B | | |
| | R | 0.350 | 0.940 | 0.3 | A | | |
| SB | T | 1.201 | 0.520 | * | * | * | * |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.305 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
**********

INTERSECTION..WAYSIDE AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 331 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1492 | 1603 | : | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 239 | 67 | 0 | : | 12.0 | | 12.0 | R | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.89 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |

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SIGNAL SETTINGS — CYCLE LENGTH = 73.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 15.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.813 | 0.219 | 25.8 | D | 25.8 | D |
| NB | T | 0.764 | 0.658 | 6.5 | B | 6.3 | B |
| | R | 0.077 | 0.658 | 2.9 | A | | |
| SB | L | 0.886 | 0.247 | 34.1 | D | 5.7 | B |
| | T | 0.558 | 0.945 | 0.1 | A | | |

---

INTERSECTION: Delay = 7.2 (sec/veh) V/C = 1.025 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..BRUSH HILL /RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 425 | 0 | R | 12.0 | R | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1435 | 1480 | | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 235 | 0 | 0 | 111 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.75 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.94 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 80.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 22.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | R | 0.712 | 0.287 | 19.6 | C | 19.6 | C |
| NB | L | 0.893 | 0.313 | 32.2 | D | 7.2 | B |
| | T | 0.494 | 0.950 | 0.1 | A | | |
| SB | T | 0.777 | 0.600 | 8.9 | B | 8.6 | B |
| | R | 0.131 | 0.600 | 4.5 | A | | |

---

INTERSECTION: Delay = 8.7 (sec/veh) V/C = 1.070 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 129 | 35 | 590 | 35 | : LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 13 | 13 | 592 | 784 | : R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 613 | 22 | 28 | 175 | : | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 10.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ PKG Y/N | BUSES Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 92.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 35.0 | 18.0 | 8.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.684 | 0.130 | 29.3 | D | 19.1 | C |
| | R | 0.844 | 0.533 | 16.7 | C | | |
| WB | L | 0.497 | 0.130 | 32.2 | D | 27.7 | D |
| | TR | 0.197 | 0.130 | 23.1 | C | | |
| NB | L | 0.963 | 0.402 | 39.3 | D | 20.9 | C |
| | TR | 0.308 | 0.663 | 4.3 | A | | |
| SB | L | 0.211 | 0.109 | 28.5 | D | 21.9 | C |
| | TR | 0.873 | 0.370 | 21.6 | C | | |

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INTERSECTION: Delay = 20.9 (sec/veh) V/C = 1.285 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..PROV.HOSP JUG HANDLE/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 1

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VOLUMES

| | EB | WB | NB | SB |
|---|---|---|---|---|
| LT | 186 | 107 | 0 | 47 |
| TH | 0 | 85 | 673 | 644 |
| RT | 51 | 95 | 0 | 102 |
| RR | 0 | 0 | 0 | 0 |

GEOMETRY

| | EB | | WB | | NB | | SB |
|---|---|---|---|---|---|---|---|
| L | 12.0 | LTR | 12.0 | T | 12.0 | L | 12.0 |
| R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 |
| | 12.0 | | 12.0 | | 12.0 | T | 12.0 |
| | 12.0 | | 12.0 | | 12.0 | R | 12.0 |
| | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | 12.0 | | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.84 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.81 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 64.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 20.0 | 0.0 | 0.0 | 0.0 | GREEN | | 20.0 | 10.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.571 | 0.328 | 15.0 | C | 14.2 | B |
| | R | 0.121 | 0.328 | 11.4 | B | | |
| WB | LTR | 0.714 | 0.328 | 17.7 | C | 17.7 | C |
| NB | T | 0.641 | 0.344 | 14.2 | B | 14.2 | B |
| SB | L | 0.174 | 0.188 | 16.6 | C | 6.1 | B |
| | T | 0.386 | 0.578 | 5.6 | B | | |
| | R | 0.137 | 0.578 | 4.7 | A | | |

---

INTERSECTION: Delay = 11.5 (sec/veh) V/C = 0.567 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MAIN ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 285 | 0 | 0 | L | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 536 | 507 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 5.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 58.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 6.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 7.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.674 | 0.310 | 15.9 | C | 15.9 | C |
| NB | T | 0.299 | 0.586 | 4.6 | A | 4.6 | A |
| SB | T | 0.299 | 0.586 | 4.6 | A | 4.6 | A |

---

INTERSECTION: Delay = 6.9 (sec/veh) V/C = 0.429 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..AMES PLAZA DR./RTE.5
AREA TYPE.....OTHER
ANALYST.......JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 1

---

| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 72 | 0 | 128 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 466 | 449 | R | 12.0 | 12.0 | T | 12.0 | TR | 15.0 |
| RT | 145 | 0 | 0 | 25 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 5.00 | N | 0 | 0 | 0.75 | 50 | N | 23.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 23.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 63.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 28.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.348 | 0.190 | 17.1 | C | 12.8 | B |
| | R | 0.340 | 0.381 | 10.7 | B | | |
| NB | L | 0.465 | 0.190 | 18.0 | C | 5.6 | B |
| | T | 0.225 | 0.714 | 2.3 | A | | |
| SB | TR | 0.314 | 0.476 | 7.8 | B | 7.8 | B |

---

INTERSECTION: Delay = 7.7 (sec/veh) V/C = 0.429 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 1

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 124 | 17 | 61 | 52 | LT | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 462 | 399 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 37 | 17 | 17 | 70 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.457 | 0.200 | 16.7 | C | 16.4 | C |
| | R | 0.159 | 0.200 | 15.1 | C | | |
| WB | LTR | 0.212 | 0.200 | 15.3 | C | 15.3 | C |
| NB | L | 0.206 | 0.200 | 15.3 | C | 9.0 | B |
| | TR | 0.360 | 0.450 | 8.3 | B | | |
| SB | L | 0.172 | 0.200 | 15.1 | C | 8.9 | B |
| | TR | 0.351 | 0.450 | 8.2 | B | | |

---

INTERSECTION: Delay = 10.2 (sec/veh) V/C = 0.347 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 938 | 0 | 78 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 556 | 472 | R | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RT | 45 | 0 | 0 | 856 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 76.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 40.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.291 | 0.539 | * | * | * | * |
| | R | 0.060 | 0.539 | 6.3 | B | | |
| NB | L | 0.213 | 0.382 | 12.1 | B | 13.7 | B |
| | T | 0.499 | 0.382 | 13.9 | B | | |
| SB | T | 1.015 | 0.276 | 56.0 | E | 22.5 | C |
| | R | 0.733 | 0.816 | 4.0 | A | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.085 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..LAUREL ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 528 | 0 | 22 | 12.0 | LR | 15.0 | T | 11.0 | L | 10.0 | |
| TH | 0 | 0 | 824 | 763 | 12.0 | | 12.0 | R | 11.0 | T | 12.0 | |
| RT | 0 | 6 | 577 | 0 | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 50 | N | 13.6 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.89 | 50 | Y | 13.6 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.88 | 50 | Y | 5.9 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.92 | 50 | N | 5.9 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 77.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 7.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | LR | 1.589 | 0.286 | * | * | * | * |
| NB | T | 1.297 | 0.416 | * | * | * | * |
| | R | 1.068 | 0.416 | 67.1 | F | | |
| SB | L | 0.278 | 0.416 | 11.8 | B | 85.2 | F |
| | T | 1.120 | 0.416 | 87.3 | F | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.238 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HITCHCOCK ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB |
| LT | 208 | 0 | 23 | 0 | LR | 15.0 | | 12.0 | L | 10.0 | TR | 15.0 |
| TH | 0 | 0 | 740 | 759 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 |
| RT | 43 | 0 | 0 | 104 | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 3.00 | N | 0 | 0 | 0.91 | 50 | Y | 16.0 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.84 | 50 | N | 9.0 | 3 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.86 | 50 | Y | 9.0 | 5 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.226 | 0.172 | * | * | * | * |
| NB | L | 0.382 | 0.333 | 19.7 | C | * | * |
| | T | 1.476 | 0.333 | * | * | | |
| SB | TR | 0.973 | 0.591 | 18.3 | C | 18.3 | C |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.564 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..SOUTH ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 372 | 0 | 67 | : R | 12.0 | L | 12.0 | TR | 15.0 | L | 11.0 | |
| TH | 0 | 0 | 584 | 513 | : R | 12.0 | R | 12.0 | | 10.0 | T | 11.0 | |
| RT | 0 | 303 | 393 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 18.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 18.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.86 | 50 | Y | 10.8 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.78 | 50 | N | 10.8 | 5 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 6.0 | 0.0 | 0.0 | GREEN | | 15.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.301 | 0.226 | * | * | * | * |
| | R | 1.030 | 0.226 | 62.7 | F | | |
| NB | TR | 1.283 | 0.538 | * | * | * | * |
| SB | L | 1.144 | 0.333 | 174.3 | F | 75.3 | F |
| | T | 1.130 | 0.333 | 62.4 | F | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.322 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WESTFIELD RD./ROUTE 5
AREA TYPE.....OTHER
ANALYST.......JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 102 | 0 | 254 | 0 | LR | 12.0 | 12.0 | LT | 12.0 | T | 11.0 |
| TH | 0 | 0 | 632 | 533 | | 12.0 | 12.0 | | 12.0 | R | 11.0 |
| RT | 58 | 0 | 0 | 71 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.75 | 50 | Y | 16.3 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.3 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.93 | 50 | N | 8.3 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.85 | 50 | Y | 8.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.029 | 0.172 | 73.6 | F | 73.6 | F |
| NB | LT | 1.758 | 0.591 | * | * | * | * |
| SB | T | 1.077 | 0.333 | 66.3 | F | 60.1 | F |
| | R | 0.169 | 0.333 | 14.2 | B | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 2.078 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..RTE 202/RTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 106 | 135 | 92 | 36 | LT | 12.0 | LT | 12.0 | LT | 11.0 | LT | 12.0 | |
| TH | 352 | 400 | 421 | 421 | T | 12.0 | TR | 12.0 | T | 11.0 | TR | 13.0 | |
| RT | 55 | 55 | 239 | 159 | R | 15.0 | | 12.0 | R | 11.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | Y | 22.3 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | Y | 22.3 | 3 |
| NB | 0.00 | 0.00 | N | 0 | 0 | 0.92 | 50 | N | 23.5 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.87 | 50 | N | 23.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 112.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | X | | | NB | LT | X | | | |
| | TH | X | X | | | | TH | X | | | |
| | RT | X | X | | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| WB | LT | | X | X | | SB | LT | X | | | |
| | TH | | X | X | | | TH | X | | | |
| | RT | | X | X | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| GREEN | | 8.0 | 20.0 | 8.0 | 8.0 | GREEN | | 46.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 4.0 | 4.0 | 10.0 | YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.654 | 0.259 | 29.5 | D | 29.0 | D |
| | R | 0.137 | 0.259 | 24.2 | C | | |
| WB | LTR | 0.771 | 0.295 | 30.3 | D | 30.3 | D |
| NB | LT | 0.578 | 0.420 | 19.5 | C | 19.0 | C |
| | R | 0.417 | 0.420 | 17.7 | C | | |
| SB | LTR | 0.688 | 0.420 | 21.5 | C | 21.5 | C |

---

INTERSECTION: Delay = 24.4 (sec/veh) V/C = 0.579 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..EAST ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.......JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 119 | 0 | 643 | 99 | L | 12.0 | | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1261 | 1077 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 204 | 0 | 0 | 30 | | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 92.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | X | |
| | TH | | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 15.0 | 37.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.689 | 0.130 | 35.7 | D | 17.6 | C |
| | R | 0.270 | 0.554 | 7.0 | B | | |
| NB | L | 0.996 | 0.424 | 44.9 | E | 19.3 | C |
| | T | 0.644 | 0.641 | 6.9 | B | | |
| SB | L | 0.498 | 0.130 | 29.8 | D | 37.6 | D |
| | T | 1.014 | 0.348 | 39.0 | D | | |
| | R | 0.068 | 0.348 | 12.9 | B | | |

---

INTERSECTION: Delay = 25.7 (sec/veh) V/C = 1.024 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 614 | 0 | 146 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1316 | 1169 | R | 10.0 | 12.0 | T | 12.0 | T | 12.0 |
| RT | 8 | 0 | 0 | 0 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 95.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 36.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 33.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.158 | 0.400 | 116.2 | F | 114.9 | F |
| | R | 0.016 | 0.400 | 11.1 | B | | |
| NB | L | 0.759 | 0.126 | 40.2 | E | 15.7 | C |
| | T | 0.802 | 0.537 | 13.1 | B | | |
| SB | T | 1.010 | 0.379 | 37.1 | D | 37.1 | D |

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INTERSECTION: Delay = 41.7 (sec/veh) V/C = 1.040 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MORGAN RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 603 | 577 | 367 | 116 | L | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 315 | 484 | 1216 | 1431 | LT | 12.0 | LT | 12.0 | L | 12.0 | T | 12.0 | |
| RT | 91 | 65 | 473 | 584 | TR | 12.0 | TR | 15.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | N | 29.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.94 | 50 | N | 29.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.87 | 50 | N | 21.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.77 | 50 | N | 21.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 135.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | X | | | SB | LT | | | X | |
| | TH | | X | | | | TH | | X | X | |
| | RT | | X | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 20.0 | 25.0 | 0.0 | 0.0 | GREEN | | 15.0 | 35.0 | 15.0 | 0.0 |
| YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.274 | 0.163 | * | * | * | * |
| | TR | 1.556 | 0.163 | * | * | | |
| WB | L | 0.973 | 0.200 | 61.8 | F | * | * |
| | TR | 1.502 | 0.200 | * | * | | |
| NB | L | 1.073 | 0.126 | 102.9 | F | 42.3 | E |
| | T | 0.975 | 0.422 | 35.9 | D | | |
| | R | 0.577 | 0.622 | 10.3 | B | | |
| SB | L | 0.707 | 0.126 | 49.9 | E | * | * |
| | T | 1.297 | 0.422 | * | * | | |
| | R | 0.856 | 0.585 | 20.0 | C | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.357 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..DAGGETT DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 1050 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1791 | 0 | : | 12.0 | | 10.0 | T | 12.0 | L | 12.0 | |
| RT | 0 | 576 | 209 | 0 | : | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| RR | 0 | 300 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.94 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 112.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 55.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.483 | 0.402 | 16.5 | C | 16.5 | C |
| NB | T | 1.067 | 0.518 | 35.6 | D | 32.5 | D |
| | R | 0.279 | 0.518 | 4.6 | A | | |
| SB | L | 0.839 | 0.420 | 25.5 | D | 25.5 | D |

---

INTERSECTION: Delay = 29.0 (sec/veh) V/C = 1.195 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 548 | 229 | 0 | : | 12.0 | L | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1876 | 2149 | : | 12.0 | R | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 55 | 413 | 0 | : | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | R | 10.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.3 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 20.3 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 8.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 8.3 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 94.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.531 | 0.277 | * | * | * | * |
| | R | 0.165 | 0.277 | 19.6 | C | | |
| NB | L | 1.232 | 0.128 | * | * | * | * |
| | T | 0.974 | 0.660 | 21.4 | C | | |
| | R | 0.364 | 0.936 | 0.3 | A | | |
| SB | T | 1.515 | 0.500 | * | * | * | * |

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INTERSECTION:  Delay = * (sec/veh)  V/C = 1.480  LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WAYSIDE AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 380 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1734 | 1981 | : | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 251 | 67 | 0 | : | 12.0 | | 12.0 | R | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.89 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |

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SIGNAL SETTINGS — CYCLE LENGTH = 73.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 15.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.854 | 0.219 | 28.9 | D | 28.0 | D |
| NB | T | 0.887 | 0.658 | 9.5 | B | 11.4 | B |
| | R | 0.077 | 0.658 | 2.9 | A | | |
| SB | L | 1.017 | 0.247 | 59.5 | E | 9.5 | B |
| | T | 0.690 | 0.945 | 0.3 | A | | |

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INTERSECTION: Delay = 13.8 (sec/veh) V/C = 1.165 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..BRUSH HILL /RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 462 | 0 | R | 12.0 | R | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1751 | 1819 | | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 315 | 0 | 0 | 161 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.75 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.94 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 83.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 25.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | R | 0.876 | 0.313 | 27.3 | D | 27.3 | D |
| NB | L | 0.899 | 0.337 | 32.0 | D | 7.2 | B |
| | T | 0.602 | 0.952 | 0.2 | A | | |
| SB | T | 0.991 | 0.578 | 22.6 | C | 23.6 | C |
| | R | 0.197 | 0.578 | 5.4 | B | | |

---

INTERSECTION:  Delay = 21.2 (sec/veh)  V/C = 1.291  LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 2

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 183 | 27 | 669 | 37 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 15 | 15 | 781 | 1017 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 680 | 37 | 30 | 171 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

---

SIGNAL SETTINGS CYCLE LENGTH = 94.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 35.0 | 20.0 | 8.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 1.049 | 0.128 | 81.0 | F | 39.7 | D |
| | R | 0.957 | 0.521 | 27.7 | D | | |
| WB | L | 0.392 | 0.128 | 30.3 | D | 26.3 | D |
| | TR | 0.303 | 0.128 | 24.3 | C | | |
| NB | L | 1.116 | 0.394 | 91.4 | F | 42.8 | E |
| | TR | 0.398 | 0.670 | 4.6 | A | | |
| SB | L | 0.228 | 0.106 | 29.4 | D | 43.4 | E |
| | TR | 1.038 | 0.383 | 43.8 | E | | |

---

INTERSECTION: Delay = 41.9 (sec/veh) V/C = 1.477 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..PROV.HOSP JUG HANDLE/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 2

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 186 | 181 | 0 | 92 | : L | 12.0 | LTR | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 85 | 886 | 773 | : R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 51 | 169 | 0 | 102 | : | 12.0 | | 12.0 | | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | R | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.84 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.81 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 69.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 20.0 | 10.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.597 | 0.377 | 15.0 | C | 14.1 | B |
| | R | 0.105 | 0.377 | 10.6 | B | | |
| WB | LTR | 0.954 | 0.377 | 35.5 | D | 35.5 | D |
| NB | T | 0.910 | 0.319 | 24.9 | C | 24.9 | C |
| SB | L | 0.367 | 0.174 | 19.5 | C | 8.8 | B |
| | T | 0.499 | 0.536 | 7.9 | B | | |
| | R | 0.148 | 0.536 | 6.1 | B | | |

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INTERSECTION: Delay = 19.5 (sec/veh) V/C = 0.820 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MAIN ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 310 | 0 | 0 | : L | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 767 | 654 | : R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 58.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 6.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 7.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.656 | 0.310 | 15.2 | C | 19.2 | C |
| NB | T | 0.428 | 0.586 | 5.1 | B | 13.8 | B |
| SB | T | 0.386 | 0.586 | 4.9 | A | 10.1 | B |

---

INTERSECTION: Delay = 18.5 (sec/veh) V/C = 0.507 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..AMES PLAZA DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 93 | 0 | 175 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 641 | 543 | R | 12.0 | 12.0 | T | 12.0 | TR | 15.0 |
| RT | 192 | 0 | 0 | 34 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 5.00 | N | 0 | 0 | 0.75 | 50 | N | 23.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 23.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 63.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 28.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.390 | 0.190 | 17.4 | C | 16.6 | C |
| | R | 0.450 | 0.381 | 11.5 | B | | |
| NB | L | 0.635 | 0.190 | 20.7 | C | 7.4 | B |
| | T | 0.309 | 0.714 | 2.5 | A | | |
| SB | TR | 0.383 | 0.476 | 8.1 | B | 10.8 | B |

---

INTERSECTION: Delay = 14.6 (sec/veh) V/C = 0.554 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 153 | 33 | 81 | 95 | LT | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 591 | 465 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 58 | 33 | 33 | 102 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.563 | 0.200 | 18.0 | C | 17.3 | C |
| | R | 0.249 | 0.200 | 15.5 | C | | |
| WB | LTR | 0.589 | 0.200 | 21.4 | C | 21.4 | C |
| NB | L | 0.273 | 0.200 | 15.6 | C | 9.6 | B |
| | TR | 0.470 | 0.450 | 8.9 | B | | |
| SB | L | 0.313 | 0.200 | 15.8 | C | 9.6 | B |
| | TR | 0.426 | 0.450 | 8.7 | B | | |

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INTERSECTION: Delay = 11.2 (sec/veh) V/C = 0.461 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 1094 | 0 | 107 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 705 | 621 | R | 12.0 | 12.0 | T | 12.0 | R | 12.0 |
| RT | 39 | 0 | 0 | 979 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 76.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 40.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.506 | 0.539 | * | * | * | * |
| | R | 0.052 | 0.539 | 6.3 | B | | |
| NB | L | 0.325 | 0.382 | 13.0 | B | 15.0 | B |
| | T | 0.633 | 0.382 | 15.3 | C | | |
| SB | T | 1.335 | 0.276 | * | * | * | * |
| | R | 0.839 | 0.816 | 6.8 | B | | |

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INTERSECTION: Delay = * (sec/veh) V/C = 1.320 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..LAUREL ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 2

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 670 | 0 | 22 | 12.0 | LR | 15.0 | T | 11.0 | L | 10.0 | |
| TH | 0 | 0 | 1101 | 928 | 12.0 | | 12.0 | R | 11.0 | T | 12.0 | |
| RT | 0 | 7 | 787 | 0 | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 50 | N | 18.8 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.89 | 50 | Y | 17.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.88 | 50 | Y | 17.0 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.92 | 50 | N | 17.0 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 77.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 7.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | LR | 2.015 | 0.286 | * | * | * | * |
| NB | T | 1.733 | 0.416 | * | * | * | * |
| | R | 1.457 | 0.416 | * | * | | |
| SB | L | 0.278 | 0.416 | 11.8 | B | * | * |
| | T | 1.362 | 0.416 | * | * | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.370 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HITCHCOCK ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 2

---

| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 208 | 0 | 23 | 0 | LR | 15.0 | 12.0 | L | 10.0 | TR | 15.0 |
| TH | 0 | 0 | 875 | 924 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RT | 43 | 0 | 0 | 104 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 3.00 | N | 0 | 0 | 0.91 | 50 | Y | 16.0 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.84 | 50 | N | 9.0 | 3 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.86 | 50 | Y | 9.0 | 5 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.226 | 0.172 | * | * | * | * |
| NB | L | 0.382 | 0.333 | 19.7 | C | * | * |
| | T | 1.745 | 0.333 | * | * | | |
| SB | TR | 1.155 | 0.591 | 61.9 | F | 61.4 | F |

---

INTERSECTION: Delay = * (sec/veh) V/C = 2.080 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..SOUTH ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 2

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | | |
| LT | 0 | 441 | 0 | 67 | R | 12.0 | L | 12.0 | TR | 15.0 | L | 11.0 | | |
| TH | 0 | 0 | 665 | 599 | R | 12.0 | R | 12.0 | | 10.0 | T | 11.0 | | |
| RT | 0 | 303 | 447 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 18.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 18.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.86 | 50 | Y | 10.8 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.78 | 50 | N | 10.8 | 5 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 6.0 | 0.0 | 0.0 | GREEN | | 15.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.542 | 0.226 | * | * | * | * |
| | R | 1.030 | 0.226 | 62.7 | F | | |
| NB | TR | 1.460 | 0.538 | * | * | * | * |
| SB | L | 1.144 | 0.333 | 174.3 | F | * | * |
| | T | 1.319 | 0.333 | * | * | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.311 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WESTFIELD RD./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 102 | 0 | 279 | 0 | LR | 12.0 | 12.0 | LT | 12.0 | T | 11.0 |
| TH | 0 | 0 | 688 | 621 | | 12.0 | 12.0 | | 12.0 | R | 11.0 |
| RT | 69 | 0 | 0 | 71 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.75 | 50 | Y | 16.3 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.3 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.93 | 50 | N | 8.3 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.85 | 50 | Y | 8.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.099 | 0.172 | 97.7 | F | 97.7 | F |
| NB | LT | 2.425 | 0.591 | * | * | * | * |
| SB | T | 1.255 | 0.333 | * | * | * | * |
| | R | 0.169 | 0.333 | 14.2 | B | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 2.912 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..RTE 202/RTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 106 | 155 | 101 | 36 | LT | 12.0 | LT | 12.0 | LT | 11.0 | LT | 12.0 | |
| TH | 352 | 400 | 452 | 494 | T | 12.0 | TR | 12.0 | T | 11.0 | TR | 13.0 | |
| RT | 49 | 55 | 256 | 159 | R | 15.0 | | 12.0 | R | 11.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | Y | 22.3 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | Y | 22.3 | 3 |
| NB | 0.00 | 0.00 | N | 0 | 0 | 0.92 | 50 | N | 23.5 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.87 | 50 | N | 23.5 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 112.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | X | | | NB | LT | X | | | |
| | TH | X | X | | | | TH | X | | | |
| | RT | X | X | | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| WB | LT | | X | X | | SB | LT | X | | | |
| | TH | | X | X | | | TH | X | | | |
| | RT | | X | X | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| GREEN | | 8.0 | 20.0 | 8.0 | 8.0 | GREEN | | 46.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 4.0 | 4.0 | 10.0 | YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.659 | 0.259 | 29.6 | D | 29.1 | D |
| | R | 0.122 | 0.259 | 24.1 | C | | |
| WB | LTR | 0.805 | 0.295 | 31.5 | D | 31.5 | D |
| NB | LT | 0.662 | 0.420 | 21.1 | C | 20.1 | C |
| | R | 0.447 | 0.420 | 18.0 | C | | |
| SB | LTR | 0.810 | 0.420 | 25.2 | D | 25.2 | D |

---

INTERSECTION:  Delay = 25.9 (sec/veh)  V/C = 0.644  LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..EAST ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/5/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 119 | 0 | 623 | 78 | L | 12.0 | | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1074 | 871 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 189 | 0 | 0 | 30 | | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 95.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | X | |
| | TH | | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 30.0 | 25.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.711 | 0.126 | 38.3 | D | 18.9 | C |
| | R | 0.244 | 0.568 | 6.7 | B | | |
| NB | L | 0.925 | 0.442 | 31.5 | D | 15.0 | B |
| | T | 0.539 | 0.653 | 5.9 | B | | |
| SB | L | 0.405 | 0.126 | 29.8 | D | 22.7 | C |
| | T | 0.846 | 0.337 | 22.4 | C | | |
| | R | 0.070 | 0.337 | 13.8 | B | | |

---

INTERSECTION: Delay = 17.9 (sec/veh) V/C = 0.920 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/5/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 562 | 0 | 125 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1129 | 963 | R | 10.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 8 | 0 | 0 | 0 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 100.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 42.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.964 | 0.440 | 40.4 | E | 39.9 | D |
| | R | 0.014 | 0.440 | 10.2 | B | | |
| NB | L | 0.586 | 0.140 | 33.3 | D | 15.7 | C |
| | T | 0.739 | 0.500 | 13.8 | B | | |
| SB | T | 0.955 | 0.330 | 31.6 | D | 31.6 | D |

---

INTERSECTION: Delay = 26.0 (sec/veh) V/C = 0.903 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MORGAN RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/5/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 536 | 486 | 355 | 84 | : L | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 237 | 406 | 1031 | 1152 | : LT | 12.0 | LT | 12.0 | L | 12.0 | T | 12.0 | |
| RT | 86 | 56 | 431 | 445 | : TR | 12.0 | TR | 15.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | N | 29.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.94 | 50 | N | 29.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.87 | 50 | N | 21.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.77 | 50 | N | 21.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 145.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | X | | | SB | LT | | | X | |
| | TH | | X | | | | TH | | X | X | |
| | RT | | X | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 30.0 | 0.0 | 0.0 | GREEN | | 15.0 | 35.0 | 15.0 | 0.0 |
| YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.991 | 0.186 | 70.7 | F | 80.8 | F |
| | TR | 1.090 | 0.186 | 98.5 | F | | |
| WB | L | 0.743 | 0.221 | 42.9 | E | 77.1 | F |
| | TR | 1.146 | 0.221 | 115.0 | F | | |
| NB | L | 1.115 | 0.117 | 126.4 | F | 45.2 | E |
| | T | 0.888 | 0.393 | 31.0 | D | | |
| | R | 0.533 | 0.614 | 10.8 | B | | |
| SB | L | 0.550 | 0.117 | 48.3 | E | 64.4 | F |
| | T | 1.121 | 0.393 | 83.9 | F | | |
| | R | 0.659 | 0.579 | 14.5 | B | | |

---

INTERSECTION: Delay = 62.4 (sec/veh) V/C = 1.120 LOS = F

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..DAGGETT DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/5/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 1039 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1575 | 0 | : | 12.0 | | 10.0 | T | 12.0 | L | 12.0 | |
| RT | 0 | 494 | 161 | 0 | : | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| RR | 0 | 300 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.94 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 67.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.365 | 0.373 | 10.0 | B | 10.0 | B |
| NB | T | 0.987 | 0.493 | 16.2 | C | 15.1 | C |
| | R | 0.226 | 0.493 | 3.0 | A | | |
| SB | L | 0.865 | 0.403 | 18.4 | C | 18.4 | C |

---

INTERSECTION: Delay = 15.9 (sec/veh) V/C = 1.121 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 475 | 229 | 0 | 12.0 | L | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1584 | 1774 | 12.0 | R | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 50 | 367 | 0 | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | R | 10.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.3 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 20.3 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 8.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 8.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 100.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 11.0 | 50.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.412 | 0.260 | * | * | * | * |
| | R | 0.160 | 0.260 | 21.7 | C | | |
| NB | L | 1.210 | 0.130 | * | * | * | * |
| | T | 0.798 | 0.680 | 9.9 | B | | |
| | R | 0.322 | 0.940 | 0.2 | A | | |
| SB | T | 1.203 | 0.520 | * | * | * | * |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.263 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WAYSIDE AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 301 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1437 | 1506 | : | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 219 | 67 | 0 | : | 12.0 | | 12.0 | R | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.89 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |

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SIGNAL SETTINGS — CYCLE LENGTH = 73.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 15.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.745 | 0.219 | 22.3 | C | 22.3 | C |
| NB | T | 0.735 | 0.658 | 6.1 | B | 6.0 | B |
| | R | 0.077 | 0.658 | 2.9 | A | | |
| SB | L | 0.805 | 0.247 | 27.3 | D | 4.5 | A |
| | T | 0.524 | 0.945 | 0.1 | A | | |

---

INTERSECTION: Delay = 6.2 (sec/veh) V/C = 0.964 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..BRUSH HILL /RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENRIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 395 | 0 | R | 12.0 | R | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1407 | 1425 | | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 221 | 0 | 0 | 111 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.75 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.94 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 80.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 22.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | R | 0.670 | 0.287 | 18.6 | C | 18.6 | C |
| NB | L | 0.830 | 0.313 | 26.8 | D | 5.7 | B |
| | T | 0.485 | 0.950 | 0.1 | A | | |
| SB | T | 0.748 | 0.600 | 8.4 | B | 8.1 | B |
| | R | 0.131 | 0.600 | 4.5 | A | | |

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INTERSECTION:  Delay = 7.7 (sec/veh)  V/C = 1.015  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 136 | 27 | 588 | 27 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 9 | 9 | 534 | 741 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 605 | 14 | 20 | 147 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

---

SIGNAL SETTINGS CYCLE LENGTH = 92.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 35.0 | 18.0 | 8.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.693 | 0.130 | 29.6 | D | 18.8 | C |
| | R | 0.833 | 0.533 | 16.1 | C | | |
| WB | L | 0.383 | 0.130 | 29.4 | D | 26.4 | D |
| | TR | 0.129 | 0.130 | 22.9 | C | | |
| NB | L | 0.960 | 0.402 | 38.7 | D | 21.5 | C |
| | TR | 0.275 | 0.663 | 4.1 | A | | |
| SB | L | 0.163 | 0.109 | 28.3 | D | 19.4 | C |
| | TR | 0.807 | 0.370 | 19.2 | C | | |

---

INTERSECTION: Delay = 20.2 (sec/veh) V/C = 1.250 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..PROV.HOSP JUG HANDLE/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 186 | 103 | 0 | 39 | : L | 12.0 | LTR | 12.0 | T | 12.0 | L | 12.0 |
| TH | 0 | 85 | 602 | 568 | : R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 |
| RT | 51 | 90 | 0 | 102 | : | 12.0 | | 12.0 | | 12.0 | T | 12.0 |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | R | 12.0 |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.84 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.81 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 64.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 20.0 | 0.0 | 0.0 | 0.0 | GREEN | | 20.0 | 10.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.564 | 0.328 | 14.9 | B | 14.1 | B |
| | R | 0.121 | 0.328 | 11.4 | B | | |
| WB | LTR | 0.691 | 0.328 | 17.0 | C | 17.0 | C |
| NB | T | 0.573 | 0.344 | 13.5 | B | 13.5 | B |
| SB | L | 0.144 | 0.188 | 16.5 | C | 5.9 | B |
| | T | 0.340 | 0.578 | 5.4 | B | | |
| | R | 0.137 | 0.578 | 4.7 | A | | |

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INTERSECTION:  Delay = 11.2 (sec/veh)  V/C = 0.525  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MAIN ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 275 | 0 | 0 | L | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 491 | 433 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min | T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 5.5 | | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 58.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 6.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 7.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.650 | 0.310 | 15.3 | C | 15.3 | C |
| NB | T | 0.274 | 0.586 | 4.5 | A | 4.5 | A |
| SB | T | 0.256 | 0.586 | 4.5 | A | 4.5 | A |

---

INTERSECTION:  Delay = 6.8 (sec/veh)  V/C = 0.404  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..AMES PLAZA DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 68 | 0 | 119 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 434 | 393 | R | 12.0 | | 12.0 | T | 12.0 | TR | 15.0 | |
| RT | 136 | 0 | 0 | 23 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 5.00 | N | 0 | 0 | 0.75 | 50 | N | 23.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 23.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 63.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 28.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.328 | 0.190 | 17.0 | C | 12.7 | B |
| | R | 0.319 | 0.381 | 10.6 | B | | |
| NB | L | 0.432 | 0.190 | 17.7 | C | 5.5 | B |
| | T | 0.210 | 0.714 | 2.3 | A | | |
| SB | TR | 0.276 | 0.476 | 7.6 | B | 7.6 | B |

---

INTERSECTION: Delay = 7.6 (sec/veh) V/C = 0.391 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 3

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 118 | 14 | 44 | 49 | LT | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 446 | 348 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 33 | 14 | 14 | 64 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 60.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.435 | 0.200 | 16.5 | C | 16.2 | C |
| | R | 0.142 | 0.200 | 15.0 | C | | |
| WB | LTR | 0.166 | 0.200 | 15.1 | C | 15.1 | C |
| NB | L | 0.148 | 0.200 | 15.1 | C | 8.8 | B |
| | TR | 0.346 | 0.450 | 8.2 | B | | |
| SB | L | 0.162 | 0.200 | 15.1 | C | 8.8 | B |
| | TR | 0.308 | 0.450 | 8.0 | B | | |

---

INTERSECTION:  Delay = 10.0 (sec/veh)  V/C = 0.323  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 3

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 927 | 0 | 73 | 0 | : L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 536 | 414 | : R | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RT | 44 | 0 | 0 | 833 | : | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 76.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 40.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.276 | 0.539 | * | * | * | * |
| | R | 0.059 | 0.539 | 6.3 | B | | |
| NB | L | 0.191 | 0.382 | 12.0 | B | 13.5 | B |
| | T | 0.481 | 0.382 | 13.7 | B | | |
| SB | T | 0.890 | 0.276 | 32.7 | D | 13.3 | B |
| | R | 0.714 | 0.816 | 3.7 | A | | |

---

INTERSECTION:  Delay = * (sec/veh)  V/C = 1.036  LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..LAUREL ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 3

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 497 | 0 | 22 | : | 12.0 | LR | 15.0 | T | 11.0 | L | 10.0 | |
| TH | 0 | 0 | 793 | 712 | : | 12.0 | | 12.0 | R | 11.0 | T | 12.0 | |
| RT | 0 | 6 | 577 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ PKG Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 50 | N | 13.6 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.89 | 50 | Y | 13.6 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.88 | 50 | Y | 5.9 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.92 | 50 | N | 5.9 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 77.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 7.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | LR | 1.497 | 0.286 | * | * | * | * |
| NB | T | 1.248 | 0.416 | * | * | * | * |
| | R | 1.068 | 0.416 | 67.1 | F | | |
| SB | L | 0.278 | 0.416 | 11.8 | B | 54.5 | E |
| | T | 1.045 | 0.416 | 55.8 | E | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.012 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HITCHCOCK ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 3

---

| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 208 | 0 | 23 | 0 | LR | 15.0 | 12.0 | L | 10.0 | TR | 15.0 |
| TH | 0 | 0 | 709 | 708 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RT | 43 | 0 | 0 | 104 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 3.00 | N | 0 | 0 | 0.91 | 50 | Y | 16.0 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.84 | 50 | N | 9.0 | 3 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.86 | 50 | Y | 9.0 | 5 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.226 | 0.172 | * | * | * | * |
| NB | L | 0.382 | 0.333 | 19.7 | C | * | * |
| | T | 1.414 | 0.333 | * | * | | |
| SB | TR | 0.917 | 0.591 | 13.4 | B | 13.4 | B |

---

INTERSECTION:  Delay = * (sec/veh)  V/C = 2.088  LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..SOUTH ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 3

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 355 | 0 | 67 | : R | 12.0 | L | 12.0 | TR | 15.0 | L | 11.0 | |
| TH | 0 | 0 | 566 | 469 | : R | 12.0 | R | 12.0 | | 10.0 | T | 11.0 | |
| RT | 0 | 303 | 380 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 18.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 18.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.86 | 50 | Y | 10.8 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.78 | 50 | N | 10.8 | 5 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 6.0 | 0.0 | 0.0 | GREEN | | 15.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.242 | 0.226 | * | * | * | * |
| | R | 1.030 | 0.226 | 62.7 | F | | |
| NB | TR | 1.242 | 0.538 | * | * | * | * |
| SB | L | 1.144 | 0.333 | 174.3 | F | 54.8 | E |
| | T | 1.033 | 0.333 | 37.7 | D | | |

---

INTERSECTION:  Delay = * (sec/veh)  V/C = 1.305  LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WESTFIELD RD./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 3

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 102 | 0 | 249 | 0 | LR | 12.0 | | 12.0 | LT | 12.0 | T | 11.0 | |
| TH | 0 | 0 | 619 | 512 | | 12.0 | | 12.0 | | 12.0 | R | 11.0 | |
| RT | 45 | 0 | 0 | 71 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.75 | 50 | Y | 16.3 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.3 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.93 | 50 | N | 8.3 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.85 | 50 | Y | 8.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 0.946 | 0.172 | 53.8 | E | 53.8 | E |
| NB | LT | 1.645 | 0.591 | * | * | * | * |
| SB | T | 1.035 | 0.333 | 53.0 | E | 48.3 | E |
| | R | 0.169 | 0.333 | 14.2 | B | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 2.565 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..RTE 202/RTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 106 | 128 | 90 | 36 | LT | 12.0 | LT | 12.0 | LT | 11.0 | LT | 12.0 | |
| TH | 352 | 400 | 414 | 417 | T | 12.0 | TR | 12.0 | T | 11.0 | TR | 13.0 | |
| RT | 44 | 55 | 235 | 159 | R | 15.0 | | 12.0 | R | 11.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | Y | 22.3 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | Y | 22.3 | 3 |
| NB | 0.00 | 0.00 | N | 0 | 0 | 0.92 | 50 | N | 23.5 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.87 | 50 | N | 23.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 112.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | X | | | NB | LT | X | | | |
| | TH | X | X | | | | TH | X | | | |
| | RT | X | X | | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| WB | LT | | X | X | | SB | LT | X | | | |
| | TH | | X | X | | | TH | X | | | |
| | RT | | X | X | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| GREEN | | 8.0 | 20.0 | 8.0 | 8.0 | GREEN | | 46.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 4.0 | 4.0 | 10.0 | YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.652 | 0.259 | 29.5 | D | 29.0 | D |
| | R | 0.110 | 0.259 | 24.1 | C | | |
| WB | LTR | 0.756 | 0.295 | 29.8 | D | 29.8 | D |
| NB | LT | 0.565 | 0.420 | 19.3 | C | 18.8 | C |
| | R | 0.410 | 0.420 | 17.6 | C | | |
| SB | LTR | 0.676 | 0.420 | 21.2 | C | 21.2 | C |

---

INTERSECTION: Delay = 24.2 (sec/veh) V/C = 0.569 LOS = C

# APPENDIX H-1(c)

# INTERSECTION ANALYSIS

# YEAR 2000 WITH IMPROVEMENTS

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 1

---

| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 550 | 0 | 141 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1184 | 988 | LR | 10.0 | 12.0 | T | 12.0 | T | 12.0 |
| RT | 8 | 0 | 0 | 0 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 40.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.715 | 0.290 | 26.3 | D | 26.0 | D |
| | LR | 0.790 | 0.290 | 25.6 | D | | |
| NB | L | 0.615 | 0.151 | 31.2 | D | 9.0 | B |
| | T | 0.601 | 0.645 | 6.5 | B | | |
| SB | T | 0.699 | 0.462 | 13.6 | B | 13.6 | B |

---

INTERSECTION: Delay = 13.8 (sec/veh) V/C = 0.714 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 1 W/MIT

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 754 | 0 | 0 | : | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1636 | 1771 | : | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 53 | 0 | 0 | : | 12.0 | R | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 10.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 11.5 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 100.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 32.0 | 0.0 | 0.0 | 0.0 | GREEN | | 58.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.020 | 0.340 | 53.2 | E | 50.9 | E |
| | R | 0.120 | 0.340 | 17.3 | C | | |
| NB | T | 0.934 | 0.600 | 20.0 | C | 20.0 | C |
| SB | T | 1.040 | 0.600 | 42.0 | E | 42.0 | E |

---

INTERSECTION:  Delay = 35.2 (sec/veh)  V/C = 1.033  LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLS W/LANE CHANGE

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| | VOLUMES | | | | : | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | SB |
| LT | 0 | 525 | 229 | 0 | : | 12.0 | L | 12.0 | L | 12.0 | T 12.0 |
| TH | 0 | 0 | 1636 | 1771 | : | 12.0 | LR | 10.0 | T | 12.0 | T 12.0 |
| RT | 0 | 53 | 399 | 0 | : | 12.0 | | 12.0 | T | 12.0 | 12.0 |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | R | 10.0 | 12.0 |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | 12.0 |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.3 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 20.3 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 8.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 120.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 21.0 | 60.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.124 | 0.217 | 121.6 | F | 101.1 | F |
| | LR | 1.004 | 0.217 | 76.4 | F | | |
| NB | L | 0.821 | 0.192 | 45.9 | E | 10.6 | B |
| | T | 0.764 | 0.733 | 8.4 | B | | |
| | R | 0.347 | 0.950 | 0.2 | A | | |
| SB | T | 1.208 | 0.517 | * | * | * | * |

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INTERSECTION: Delay = * (sec/veh) V/C = 1.108 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 139 | 35 | 590 | 35 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 13 | 13 | 665 | 942 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 652 | 35 | 28 | 165 | | 12.0 | | 12.0 | TR | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 75.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 20.0 | 12.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.607 | 0.160 | 21.2 | C | 14.3 | B |
| | R | 0.834 | 0.573 | 12.7 | B | | |
| WB | L | 0.405 | 0.160 | 23.0 | C | 20.0 | C |
| | TR | 0.224 | 0.160 | 17.8 | C | | |
| NB | L | 0.937 | 0.413 | 30.6 | D | 17.5 | C |
| | TR | 0.428 | 0.533 | 6.9 | B | | |
| SB | L | 0.123 | 0.187 | 19.3 | C | 32.2 | D |
| | T | 1.006 | 0.307 | 35.7 | D | | |
| | R | 0.395 | 0.307 | 13.5 | B | | |

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INTERSECTION: Delay = 21.9 (sec/veh) V/C = 1.334 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 124 | 17 | 61 | 52 | L | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 462 | 399 | TR | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 37 | 17 | 17 | 70 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 82.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 10.0 | 12.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.619 | 0.146 | 28.1 | D | 27.0 | D |
| | TR | 0.222 | 0.146 | 23.6 | C | | |
| WB | LTR | 0.193 | 0.146 | 23.4 | C | 23.4 | C |
| NB | L | 0.281 | 0.146 | 23.9 | C | 17.7 | C |
| | TR | 0.492 | 0.329 | 17.0 | C | | |
| SB | L | 0.234 | 0.146 | 23.6 | C | 17.5 | C |
| | TR | 0.479 | 0.329 | 16.9 | C | | |

---

INTERSECTION: Delay = 19.1 (sec/veh) V/C = 0.293 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 938 | 0 | 78 | 0 | : L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 556 | 472 | : LR | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RT | 45 | 0 | 0 | 856 | : | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 71.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 30.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.877 | 0.437 | 23.1 | C | 20.5 | C |
| | LR | 0.790 | 0.437 | 17.6 | C | | |
| NB | L | 0.175 | 0.479 | 8.0 | B | 9.0 | B |
| | T | 0.398 | 0.479 | 9.1 | B | | |
| SB | T | 0.766 | 0.366 | 18.8 | C | 9.5 | B |
| | R | 0.745 | 0.803 | 4.4 | A | | |

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INTERSECTION: Delay = 13.0 (sec/veh) V/C = 0.746 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 VOLS-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | NB | | SB | |
| LT | 614 | 0 | 146 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1316 | 1169 | LR | 10.0 | 12.0 | T | 12.0 | T | 12.0 |
| RT | 8 | 0 | 0 | 0 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 40.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.694 | 0.290 | 25.2 | D | 24.4 | C |
| | LR | 0.855 | 0.290 | 29.6 | D | | |
| NB | L | 0.637 | 0.151 | 31.8 | D | 9.5 | B |
| | T | 0.668 | 0.645 | 7.1 | B | | |
| SB | T | 0.828 | 0.462 | 16.3 | C | 18.0 | C |

---

INTERSECTION: Delay = 15.9 (sec/veh) V/C = 0.805 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 2 w/mit

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| | VOLUMES | | | | : | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 777 | 0 | 0 | : | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1876 | 2149 | : | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 55 | 0 | 0 | : | 12.0 | R | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 10.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 11.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 35.0 | 0.0 | 0.0 | 0.0 | GREEN | | 75.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.094 | 0.308 | 88.4 | F | 84.2 | F |
| | R | 0.130 | 0.308 | 22.7 | C | | |
| NB | T | 1.002 | 0.642 | 31.2 | D | 31.2 | D |
| SB | T | 1.181 | 0.642 | 116.5 | F | 116.5 | F |

---

INTERSECTION: Delay = 78.4 (sec/veh) V/C = 1.153 LOS = F

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2000 VOLUMES-SCENARIO 2

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 183 | 27 | 669 | 37 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 15 | 15 | 781 | 1017 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 680 | 37 | 30 | 171 | | 12.0 | | 12.0 | TR | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 95.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 11.0 | 0.0 | 0.0 | 0.0 | GREEN | | 40.0 | 15.0 | 8.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.992 | 0.137 | 64.0 | F | 26.9 | D |
| | R | 0.862 | 0.579 | 16.1 | C | | |
| WB | L | 0.396 | 0.137 | 30.2 | D | 26.1 | D |
| | TR | 0.282 | 0.137 | 24.0 | C | | |
| NB | L | 0.993 | 0.442 | 43.8 | E | 21.9 | C |
| | TR | 0.403 | 0.663 | 4.8 | A | | |
| SB | L | 0.231 | 0.105 | 29.7 | D | 38.5 | D |
| | T | 1.020 | 0.326 | 42.4 | E | | |
| | R | 0.413 | 0.326 | 16.4 | C | | |

---

INTERSECTION:  Delay = 28.8 (sec/veh)  V/C = 1.404  LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 2 w/MIT

---

| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB |
| LT | 153 | 33 | 81 | 95 | L | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 |
| TH | 1 | 1 | 591 | 465 | TR | 12.0 | TR | 12.0 | T | 12.0 | T | 12.0 |
| RT | 58 | 33 | 33 | 102 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ PKG Y/N | BUSES Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 10.0 | 12.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 8.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.749 | 0.150 | 32.2 | D | 29.8 | D |
| | TR | 0.337 | 0.150 | 23.5 | C | | |
| WB | L | 0.166 | 0.150 | 22.6 | C | 22.6 | C |
| | TR | 0.176 | 0.150 | 22.6 | C | | |
| NB | L | 0.364 | 0.150 | 23.6 | C | 18.3 | C |
| | TR | 0.627 | 0.338 | 17.7 | C | | |
| SB | L | 0.418 | 0.150 | 24.1 | C | 18.0 | C |
| | TR | 0.568 | 0.338 | 17.0 | C | | |

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INTERSECTION: Delay = 20.0 (sec/veh) V/C = 0.366 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2000 VOLUMES-SCENARIO 2 W/MIT

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 1094 | 0 | 107 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 705 | 621 | LR | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RT | 39 | 0 | 0 | 979 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 91.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 40.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 35.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.784 | 0.451 | 19.9 | C | 26.6 | D |
| | LR | 0.937 | 0.451 | 32.9 | D | | |
| NB | L | 0.282 | 0.484 | 11.0 | B | 12.2 | B |
| | T | 0.499 | 0.484 | 12.4 | B | | |
| SB | T | 0.932 | 0.396 | 33.9 | D | 16.5 | C |
| | R | 0.809 | 0.846 | 5.4 | B | | |

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INTERSECTION: Delay = 18.6 (sec/veh) V/C = 0.874 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2000 SCENARIO 3 W/MIT

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 704 | 0 | 0 | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1584 | 1774 | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 55 | 0 | 0 | 12.0 | R | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | | 10.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 11.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 98.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 30.0 | 0.0 | 0.0 | 0.0 | GREEN | | 58.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.936 | 0.327 | 36.7 | D | 35.4 | D |
| | R | 0.123 | 0.327 | 17.6 | C | | |
| NB | T | 0.886 | 0.612 | 15.7 | C | 15.7 | C |
| SB | T | 1.021 | 0.612 | 34.9 | D | 34.9 | D |

---

INTERSECTION: Delay = 27.6 (sec/veh) V/C = 0.992 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 3 W/MIT

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 118 | 14 | 44 | 49 | L | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 446 | 348 | TR | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 33 | 14 | 14 | 64 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 82.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 10.0 | 12.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.589 | 0.146 | 27.3 | D | 26.5 | D |
| | TR | 0.199 | 0.146 | 23.4 | C | | |
| WB | LTR | 0.160 | 0.146 | 23.3 | C | 23.3 | C |
| NB | L | 0.203 | 0.146 | 23.5 | C | 17.4 | C |
| | TR | 0.472 | 0.329 | 16.8 | C | | |
| SB | L | 0.221 | 0.146 | 23.5 | C | 17.2 | C |
| | TR | 0.421 | 0.329 | 16.4 | C | | |

---

INTERSECTION: Delay = 18.8 (sec/veh) V/C = 0.244 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2000 SCENARIO 3 W/MIT

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 927 | 0 | 73 | 0 | : L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 536 | 414 | : LR | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RT | 44 | 0 | 0 | 833 | : | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 71.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 30.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.788 | 0.437 | 17.6 | C | 19.7 | C |
| | LR | 0.859 | 0.437 | 21.6 | C | | |
| NB | L | 0.157 | 0.479 | 8.0 | B | 8.9 | B |
| | T | 0.383 | 0.479 | 9.0 | B | | |
| SB | T | 0.672 | 0.366 | 16.2 | C | 8.1 | B |
| | R | 0.725 | 0.803 | 4.0 | A | | |

---

INTERSECTION: Delay = 12.2 (sec/veh) V/C = 0.698 LOS = B

# APPENDIX H-1(d)

# INTERSECTION ANALYSIS

# YEAR 2010

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..EAST ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 130 | 0 | 723 | 136 | L | 12.0 | | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1409 | 1043 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 244 | 0 | 0 | 33 | | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 95.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | X | |
| | TH | | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 15.0 | 40.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.777 | 0.126 | 42.9 | E | 19.5 | C |
| | R | 0.315 | 0.568 | 7.0 | B | | |
| NB | L | 1.073 | 0.442 | 69.5 | F | 27.8 | D |
| | T | 0.707 | 0.653 | 7.5 | B | | |
| SB | L | 0.707 | 0.126 | 37.1 | D | 39.2 | D |
| | T | 1.014 | 0.337 | 40.2 | E | | |
| | R | 0.077 | 0.337 | 13.9 | B | | |

---

INTERSECTION: Delay = 30.8 (sec/veh) V/C = 1.099 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....10/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO #1

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB |
| LT | 678 | 0 | 188 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1470 | 1216 | R | 10.0 | | 12.0 | T | 12.0 | T | 12.0 |
| RT | 9 | 0 | 0 | 0 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 98.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 35.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 35.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.355 | 0.378 | * | * | * | * |
| | R | 0.019 | 0.378 | 12.4 | B | | |
| NB | L | 0.864 | 0.143 | 49.1 | E | 18.0 | C |
| | T | 0.857 | 0.561 | 14.2 | B | | |
| SB | T | 1.027 | 0.388 | 41.2 | E | 41.2 | E |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.138 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MORGAN RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 683 | 646 | 389 | 141 | L | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 357 | 542 | 1368 | 1416 | LT | 12.0 | LT | 12.0 | L | 12.0 | T | 12.0 | |
| RT | 123 | 74 | 526 | 487 | TR | 12.0 | TR | 15.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | N | 29.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.94 | 50 | N | 29.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.87 | 50 | N | 21.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.77 | 50 | N | 21.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 135.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | X | | | SB | LT | | | X | |
| | TH | | X | | | | TH | | X | X | |
| | RT | | X | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 20.0 | 25.0 | 0.0 | 0.0 | GREEN | | 15.0 | 35.0 | 15.0 | 0.0 |
| YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.443 | 0.163 | * | * | * | * |
| | TR | 1.848 | 0.163 | * | * | | |
| WB | L | 1.089 | 0.200 | 98.3 | F | * | * |
| | TR | 1.685 | 0.200 | * | * | | |
| NB | L | 1.137 | 0.126 | 132.5 | F | 67.8 | F |
| | T | 1.097 | 0.422 | 70.0 | F | | |
| | R | 0.641 | 0.622 | 11.3 | B | | |
| SB | L | 0.859 | 0.126 | 63.0 | F | * | * |
| | T | 1.283 | 0.422 | * | * | | |
| | R | 0.714 | 0.585 | 14.5 | B | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.452 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..DAGGETT DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 1162 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 2031 | 0 | : | 12.0 | | 10.0 | T | 12.0 | L | 12.0 | |
| RT | 0 | 641 | 234 | 0 | : | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| RR | 0 | 300 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.94 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 85.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 43.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 5.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.679 | 0.353 | 17.2 | C | 17.2 | C |
| NB | T | 1.158 | 0.541 | 59.8 | E | 54.2 | E |
| | R | 0.299 | 0.541 | 3.3 | A | | |
| SB | L | 1.035 | 0.376 | 49.5 | E | 49.5 | E |

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INTERSECTION: Delay = 49.5 (sec/veh) V/C = 1.405 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 1

| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 706 | 251 | 0 | 12.0 | L | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 2021 | 2129 | 12.0 | R | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 70 | 547 | 0 | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | R | 10.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.3 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 20.3 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 8.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 8.3 | 3 |

SIGNAL SETTINGS — CYCLE LENGTH = 113.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 64.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 2.371 | 0.230 | * | * | * | * |
| | R | 0.253 | 0.230 | 27.1 | D | | |
| NB | L | 1.623 | 0.106 | * | * | * | * |
| | T | 0.966 | 0.717 | 19.4 | C | | |
| | R | 0.477 | 0.947 | 0.4 | A | | |
| SB | T | 1.285 | 0.584 | * | * | * | * |

INTERSECTION: Delay = * (sec/veh) V/C = 1.596 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WAYSIDE AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/13/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 172 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 998 | 1043 | : | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 158 | 62 | 0 | : | 12.0 | | 12.0 | R | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.89 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 70.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.634 | 0.186 | 19.8 | C | 23.8 | C |
| NB | T | 0.490 | 0.686 | 3.5 | A | 7.2 | B |
| | R | 0.068 | 0.686 | 2.3 | A | | |
| SB | L | 0.529 | 0.214 | 19.7 | C | 7.5 | B |
| | T | 0.364 | 0.943 | 0.1 | A | | |

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INTERSECTION:  Delay = 13.3 (sec/veh)  V/C = 0.651  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..BRUSH HILL /RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....3/13/91
TIME.....PM PEAK
COMMENT.....1991 VOLUMES

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 271 | 0 | R | 12.0 | R | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 974 | 964 | | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 129 | 0 | 0 | 56 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.75 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.94 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 70.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | R | 0.605 | 0.186 | 19.1 | C | 24.0 | C |
| NB | L | 0.830 | 0.214 | 30.2 | D | 6.5 | B |
| | T | 0.338 | 0.943 | 0.1 | A | | |
| SB | T | 0.443 | 0.686 | 3.3 | A | 13.1 | B |
| | R | 0.058 | 0.686 | 2.3 | A | | |

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INTERSECTION:  Delay = 13.4 (sec/veh)  V/C = 0.682  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 153 | 56 | 636 | 56 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 23 | 23 | 845 | 1088 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 685 | 42 | 49 | 247 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 99.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 35.0 | 25.0 | 8.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 1.043 | 0.121 | 83.2 | F | 49.7 | E |
| | R | 1.015 | 0.495 | 41.1 | E | | |
| WB | L | 0.856 | 0.121 | 72.0 | F | 47.6 | E |
| | TR | 0.394 | 0.121 | 26.6 | D | | |
| NB | L | 1.117 | 0.374 | 94.7 | F | 41.0 | E |
| | TR | 0.430 | 0.687 | 4.5 | A | | |
| SB | L | 0.364 | 0.101 | 32.2 | D | 57.8 | E |
| | TR | 1.085 | 0.414 | 58.8 | E | | |

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INTERSECTION:  Delay = 49.2 (sec/veh)  V/C = 1.506  LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..PROV.HOSP JUG HANDLE/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 204 | 203 | 0 | 94 | L | 12.0 | LTR | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 93 | 939 | 934 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 56 | 190 | 0 | 112 | | 12.0 | | 12.0 | | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.84 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.81 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 14.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 88.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 36.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 8.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.644 | 0.420 | 18.0 | C | 16.7 | C |
| | R | 0.104 | 0.420 | 11.7 | B | | |
| WB | LTR | 0.955 | 0.420 | 37.3 | D | 37.3 | D |
| NB | T | 0.845 | 0.364 | 23.3 | C | 23.3 | C |
| SB | L | 0.574 | 0.114 | 31.1 | D | 13.5 | B |
| | T | 0.632 | 0.511 | 12.3 | B | | |
| | R | 0.170 | 0.511 | 8.8 | B | | |

---

INTERSECTION: Delay = 21.2 (sec/veh) V/C = 0.862 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MAIN ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 362 | 0 | 0 | L | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 761 | 768 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 5.5 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 58.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 6.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 7.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.766 | 0.310 | 18.3 | C | 19.9 | C |
| NB | T | 0.425 | 0.586 | 5.1 | B | 13.8 | B |
| SB | T | 0.453 | 0.586 | 5.3 | B | 9.8 | B |

---

INTERSECTION:  Delay = 18.4 (sec/veh)  V/C = 0.561  LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..AMES PLAZA DR./RTE.5
AREA TYPE.....OTHER
ANALYST.......JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 1

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 95 | 0 | 177 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 658 | 667 | R | 12.0 | | 12.0 | T | 12.0 | TR | 15.0 | |
| RT | 195 | 0 | 0 | 34 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 5.00 | N | 0 | 0 | 0.75 | 50 | N | 23.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 23.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 63.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 28.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.399 | 0.190 | 17.4 | C | 16.6 | C |
| | R | 0.458 | 0.381 | 11.5 | B | | |
| NB | L | 0.643 | 0.190 | 20.9 | C | 7.4 | B |
| | T | 0.318 | 0.714 | 2.6 | A | | |
| SB | TR | 0.465 | 0.476 | 8.6 | B | 10.8 | B |

---

INTERSECTION: Delay = 14.4 (sec/veh) V/C = 0.604 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 158 | 31 | 82 | 69 | LT | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 641 | 681 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 57 | 31 | 31 | 101 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 60.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.581 | 0.200 | 18.3 | C | 17.5 | C |
| | R | 0.245 | 0.200 | 15.4 | C | | |
| WB | LTR | 0.576 | 0.200 | 21.1 | C | 21.1 | C |
| NB | L | 0.277 | 0.200 | 15.6 | C | 9.8 | B |
| | TR | 0.506 | 0.450 | 9.2 | B | | |
| SB | L | 0.228 | 0.200 | 15.4 | C | 10.2 | B |
| | TR | 0.583 | 0.450 | 9.8 | B | | |

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INTERSECTION:  Delay = 11.3 (sec/veh)  V/C = 0.510  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 1107 | 0 | 105 | 0 | : L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 664 | 702 | : R | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RT | 53 | 0 | 0 | 1025 | : | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 86.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 40.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.724 | 0.477 | * | * | * | * |
| | R | 0.080 | 0.477 | 9.3 | B | | |
| NB | L | 0.311 | 0.453 | 11.7 | B | 12.7 | B |
| | T | 0.502 | 0.453 | 12.9 | B | | |
| SB | T | 1.157 | 0.360 | 112.6 | F | 50.1 | E |
| | R | 0.856 | 0.837 | 7.3 | B | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.363 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..LAUREL ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 688 | 0 | 24 | : | 12.0 | LR | 15.0 | T | 11.0 | L | 10.0 | |
| TH | 0 | 0 | 1040 | 1000 | : | 12.0 | | 12.0 | R | 11.0 | T | 12.0 | |
| RT | 0 | 7 | 726 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 50 | N | 18.8 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.89 | 50 | Y | 17.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.88 | 50 | Y | 17.0 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.92 | 50 | N | 17.0 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 77.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 7.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | LR | 2.069 | 0.286 | * | * | * | * |
| NB | T | 1.637 | 0.416 | * | * | * | * |
| | R | 1.344 | 0.416 | * | * | | |
| SB | L | 0.303 | 0.416 | 12.1 | B | * | * |
| | T | 1.468 | 0.416 | * | * | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.325 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HITCHCOCK ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.......JSP
DATE..........11/11/91
TIME..........PM PEAK HOUR
COMMENT.......2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 228 | 0 | 25 | 0 | LR | 15.0 | | 12.0 | L | 10.0 | TR | 15.0 | |
| TH | 0 | 0 | 948 | 996 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RT | 47 | 0 | 0 | 114 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 3.00 | N | 0 | 0 | 0.91 | 50 | Y | 16.0 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.84 | 50 | N | 9.0 | 3 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.86 | 50 | Y | 9.0 | 5 |

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SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.343 | 0.172 | * | * | * | * |
| NB | L | 0.415 | 0.333 | 20.5 | C | * | * |
| | T | 1.890 | 0.333 | * | * | | |
| SB | TR | 1.247 | 0.591 | * | * | * | * |

---

INTERSECTION: Delay = * (sec/veh) V/C = 2.141 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..SOUTH ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 473 | 0 | 74 | R | 12.0 | L | 12.0 | TR | 15.0 | L | 11.0 | |
| TH | 0 | 0 | 721 | 694 | R | 12.0 | R | 12.0 | | 10.0 | T | 11.0 | |
| RT | 0 | 332 | 485 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 18.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 18.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.86 | 50 | Y | 10.8 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.78 | 50 | N | 10.8 | 5 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 103.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 6.0 | 0.0 | 0.0 | GREEN | | 15.0 | 40.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.593 | 0.204 | * | * | * | * |
| | R | 1.250 | 0.204 | * | * | | |
| NB | TR | 1.461 | 0.583 | * | * | * | * |
| SB | L | 1.399 | 0.398 | * | * | * | * |
| | T | 1.280 | 0.398 | * | * | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.542 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WESTFIELD RD./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 112 | 0 | 304 | 0 | LR | 12.0 | 12.0 | LT | 12.0 | T | 11.0 |
| TH | 0 | 0 | 747 | 673 | | 12.0 | 12.0 | | 12.0 | R | 11.0 |
| RT | 75 | 0 | 0 | 78 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.75 | 50 | Y | 16.3 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.3 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.93 | 50 | N | 8.3 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.85 | 50 | Y | 8.3 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.202 | 0.172 | * | * | * | * |
| NB | LT | 3.230 | 0.591 | * | * | * | * |
| SB | T | 1.360 | 0.333 | * | * | * | * |
| | R | 0.185 | 0.333 | 14.2 | B | | |

---

INTERSECTION:  Delay = * (sec/veh)  V/C = 2.408  LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..RTE 202/RTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 116 | 172 | 109 | 39 | LT | 12.0 | LT | 12.0 | LT | 11.0 | LT | 12.0 | |
| TH | 385 | 438 | 491 | 514 | T | 12.0 | TR | 12.0 | T | 11.0 | TR | 13.0 | |
| RT | 58 | 60 | 279 | 174 | R | 15.0 | | 12.0 | R | 11.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | Y | 22.3 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | Y | 22.3 | 3 |
| NB | 0.00 | 0.00 | N | 0 | 0 | 0.92 | 50 | N | 23.5 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.87 | 50 | N | 23.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 112.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | X | | | NB | LT | X | | | |
| | TH | X | X | | | | TH | X | | | |
| | RT | X | X | | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| WB | LT | | X | X | | SB | LT | X | | | |
| | TH | | X | X | | | TH | X | | | |
| | RT | | X | X | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| GREEN | | 8.0 | 20.0 | 8.0 | 8.0 | GREEN | | 46.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 4.0 | 4.0 | 10.0 | YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.739 | 0.259 | 31.6 | D | 30.8 | D |
| | R | 0.145 | 0.259 | 24.3 | C | | |
| WB | LTR | 0.899 | 0.295 | 37.4 | D | 37.4 | D |
| NB | LT | 0.744 | 0.420 | 23.2 | C | 21.7 | C |
| | R | 0.487 | 0.420 | 18.5 | C | | |
| SB | LTR | 0.934 | 0.420 | 35.2 | D | 35.2 | D |

---

INTERSECTION: Delay = 30.9 (sec/veh) V/C = 0.729 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..EAST ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 130 | 0 | 747 | 146 | L | 12.0 | | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1673 | 1479 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 258 | 0 | 0 | 33 | | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS CYCLE LENGTH = 119.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | X | |
| | TH | | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 32.0 | 47.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.973 | 0.101 | 89.3 | F | 37.5 | D |
| | R | 0.369 | 0.513 | 11.4 | B | | |
| NB | L | 1.191 | 0.412 | 139.4 | F | 46.7 | E |
| | T | 0.758 | 0.723 | 7.3 | B | | |
| SB | L | 0.950 | 0.101 | 79.9 | F | 100.3 | F |
| | T | 1.176 | 0.412 | 104.0 | F | | |
| | R | 0.063 | 0.412 | 13.7 | B | | |

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INTERSECTION: Delay = 66.0 (sec/veh) V/C = 1.259 LOS = F

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | NB | | SB | |
| LT | 806 | 0 | 198 | 0 | L | 12.0 | 12.0 | L 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1734 | 1578 | R | 10.0 | 12.0 | T 12.0 | T | 12.0 | |
| RT | 9 | 0 | 0 | 0 | | 12.0 | 12.0 | T 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | 12.0 | | 12.0 | |
| | | | | | | 12.0 | 12.0 | 12.0 | | 12.0 | |
| | | | | | | 12.0 | 12.0 | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 106.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 35.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.743 | 0.349 | * | * | * | * |
| | R | 0.020 | 0.349 | 14.6 | B | | |
| NB | L | 1.148 | 0.113 | 148.3 | F | 32.5 | D |
| | T | 0.955 | 0.594 | 19.9 | C | | |
| SB | T | 1.141 | 0.453 | 81.9 | F | 81.9 | F |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.371 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MORGAN RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 777 | 786 | 435 | 163 | L | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 477 | 662 | 1632 | 1936 | LT | 12.0 | LT | 12.0 | L | 12.0 | T | 12.0 | |
| RT | 123 | 96 | 610 | 805 | TR | 12.0 | TR | 15.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | N | 29.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.94 | 50 | N | 29.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.87 | 50 | N | 21.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.77 | 50 | N | 21.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 135.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | X | | | SB | LT | | | X | |
| | TH | | X | | | | TH | | X | X | |
| | RT | | X | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 20.0 | 25.0 | 0.0 | 0.0 | GREEN | | 15.0 | 35.0 | 15.0 | 0.0 |
| YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.514 | 0.163 | * | * | * | * |
| | LTR | 1.997 | 0.163 | * | * | | |
| WB | L | 1.222 | 0.200 | * | * | * | * |
| | LTR | 1.752 | 0.200 | * | * | | |
| NB | L | 1.272 | 0.126 | * | * | * | * |
| | T | 1.309 | 0.422 | * | * | | |
| | R | 0.744 | 0.622 | 13.5 | B | | |
| SB | L | 0.993 | 0.126 | 90.2 | F | * | * |
| | T | 1.754 | 0.422 | * | * | | |
| | R | 1.179 | 0.585 | 108.2 | F | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.730 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..DAGGETT DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 1290 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 2347 | 0 | : | 12.0 | | 10.0 | T | 12.0 | L | 12.0 | |
| RT | 0 | 759 | 340 | 0 | : | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| RR | 0 | 300 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.94 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 120.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 63.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.860 | 0.375 | 29.9 | D | 29.9 | D |
| NB | T | 1.317 | 0.550 | * | * | * | * |
| | R | 0.427 | 0.550 | 4.9 | A | | |
| SB | L | 1.105 | 0.392 | 85.0 | F | 85.0 | F |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.599 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.......JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 752 | 251 | 0 | 12.0 | L | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 2501 | 2885 | 12.0 | R | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 74 | 575 | 0 | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | R | 10.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.3 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 20.3 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 8.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 113.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 64.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 2.526 | 0.230 | * | * | * | * |
| | R | 0.267 | 0.230 | 27.2 | D | | |
| NB | L | 1.623 | 0.106 | * | * | * | * |
| | T | 1.195 | 0.717 | 125.1 | F | | |
| | R | 0.501 | 0.947 | 0.5 | A | | |
| SB | T | 1.741 | 0.584 | * | * | * | * |

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INTERSECTION: Delay = * (sec/veh) V/C = 1.924 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WAYSIDE AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 590 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 2365 | 2701 | : | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 347 | 74 | 0 | : | 12.0 | | 12.0 | R | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.89 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |

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SIGNAL SETTINGS — CYCLE LENGTH = 113.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 70.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.943 | 0.274 | 44.5 | E | 44.5 | E |
| NB | T | 1.232 | 0.646 | * | * | * | * |
| | R | 0.086 | 0.646 | 4.8 | A | | |
| SB | L | 1.333 | 0.292 | * | * | * | * |
| | T | 0.921 | 0.965 | 2.4 | A | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.569 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..BRUSH HILL /RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 646 | 0 | R | 12.0 | R | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 2426 | 2511 | | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 494 | 0 | 0 | 257 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.75 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.94 | 0 | N | 5.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 97.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 29.0 | 55.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | R | 1.392 | 0.309 | * | * | * | * |
| NB | L | 1.285 | 0.330 | * | * | * | * |
| | T | 0.828 | 0.959 | 1.0 | A | | |
| SB | T | 1.323 | 0.598 | * | * | * | * |
| | R | 0.303 | 0.598 | 6.2 | B | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.814 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 261 | 60 | 794 | 60 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 27 | 27 | 1223 | 1500 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 819 | 46 | 53 | 239 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 94.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 35.0 | 20.0 | 8.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 1.667 | 0.128 | * | * | * | * |
| | R | 1.153 | 0.521 | 89.4 | F | | |
| WB | L | 0.870 | 0.128 | 72.0 | F | 46.3 | E |
| | TR | 0.419 | 0.128 | 25.2 | D | | |
| NB | L | 1.324 | 0.394 | * | * | * | * |
| | TR | 0.627 | 0.670 | 6.0 | B | | |
| SB | L | 0.370 | 0.106 | 30.3 | D | * | * |
| | TR | 1.518 | 0.383 | * | * | | |

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INTERSECTION: Delay = * (sec/veh) V/C = 1.883 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..PROV.HOSP JUG HANDLE/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 204 | 352 | 0 | 185 | L | 12.0 | LTR | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 93 | 1364 | 1191 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 56 | 339 | 0 | 112 | | 12.0 | | 12.0 | | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.84 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.81 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 14.3 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 103.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | X | | | SB | LT | | X | | |
| | TH | | X | | | | TH | X | X | | |
| | RT | | X | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 20.0 | 0.0 | 0.0 | GREEN | | 42.0 | 8.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.914 | 0.155 | 56.3 | E | 50.5 | E |
| | R | 0.281 | 0.155 | 29.4 | D | | |
| WB | LTR | 3.204 | 0.204 | * | * | * | * |
| NB | T | 1.045 | 0.427 | 53.3 | E | 53.3 | E |
| SB | L | 1.322 | 0.097 | * | * | * | * |
| | T | 0.745 | 0.553 | 14.4 | B | | |
| | R | 0.157 | 0.553 | 8.6 | B | | |

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INTERSECTION:  Delay = * (sec/veh)  V/C = 1.653  LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MAIN ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 412 | 0 | 0 | L | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1229 | 1062 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 58.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 6.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 7.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.871 | 0.310 | 24.7 | C | 22.0 | C |
| NB | T | 0.686 | 0.586 | 7.0 | B | 12.9 | B |
| SB | T | 0.627 | 0.586 | 6.4 | B | 9.7 | B |

---

INTERSECTION:  Delay = 17.6 (sec/veh)  V/C = 0.750  LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..AMES PLAZA DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 137 | 0 | 271 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1008 | 855 | R | 12.0 | | 12.0 | T | 12.0 | TR | 15.0 | |
| RT | 289 | 0 | 0 | 52 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 5.00 | N | 0 | 0 | 0.75 | 50 | N | 23.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 23.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 63.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 28.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.575 | 0.190 | 19.5 | C | 17.7 | C |
| | R | 0.678 | 0.381 | 14.6 | B | | |
| NB | L | 0.984 | 0.190 | 53.6 | E | 13.8 | B |
| | T | 0.487 | 0.714 | 3.1 | A | | |
| SB | TR | 0.602 | 0.476 | 9.6 | B | 11.2 | B |

---

INTERSECTION: Delay = 15.9 (sec/veh) V/C = 0.854 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 2

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VOLUMES

| | EB | WB | NB | SB |
|---|---|---|---|---|
| LT | 216 | 63 | 122 | 155 |
| TH | 1 | 1 | 899 | 713 |
| RT | 99 | 63 | 63 | 165 |
| RR | 0 | 0 | 0 | 0 |

GEOMETRY

| | EB | | WB | | NB | | SB |
|---|---|---|---|---|---|---|---|
| L | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 |
| TR | 12.0 | | 12.0 | T | 12.0 | T | 12.0 |
| | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 |
| | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | 12.0 | | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 68.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 28.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.718 | 0.250 | 22.0 | C | 20.1 | C |
| | TR | 0.343 | 0.250 | 16.1 | C | | |
| WB | LTR | 0.458 | 0.250 | 17.2 | C | 17.2 | C |
| NB | L | 0.466 | 0.176 | 20.0 | C | 14.1 | B |
| | TR | 0.741 | 0.441 | 13.4 | B | | |
| SB | L | 0.579 | 0.176 | 21.6 | C | 13.7 | B |
| | TR | 0.674 | 0.441 | 12.3 | B | | |

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INTERSECTION:  Delay = 14.9 (sec/veh)  V/C = 0.702  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 2

| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 1419 | 0 | 155 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1058 | 1000 | R | 12.0 | 12.0 | T | 12.0 | R | 12.0 |
| RT | 41 | 0 | 0 | 1271 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 48.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 56.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 2.581 | 0.408 | * | * | * | * |
| | R | 0.072 | 0.408 | 16.5 | C | | |
| NB | L | 0.661 | 0.542 | 23.8 | C | 16.7 | C |
| | T | 0.669 | 0.542 | 15.7 | C | | |
| SB | T | 1.250 | 0.475 | * | * | * | * |
| | R | 1.005 | 0.883 | 25.7 | D | | |

INTERSECTION: Delay = * (sec/veh) V/C = 1.781 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..LAUREL ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 898 | 0 | 24 | : | 12.0 | LR | 15.0 | T | 11.0 | L | 10.0 | |
| TH | 0 | 0 | 1310 | 1330 | : | 12.0 | | 12.0 | R | 11.0 | T | 12.0 | |
| RT | 0 | 7 | 1066 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 50 | N | 18.8 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.89 | 50 | Y | 17.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.88 | 50 | Y | 17.0 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.92 | 50 | N | 17.0 | 3 |

---

SIGNAL SETTINGS CYCLE LENGTH = 77.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 7.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | LR | 2.421 | 0.286 | * | * | * | * |
| NB | T | 2.062 | 0.416 | * | * | * | * |
| | R | 1.974 | 0.416 | * | * | | |
| SB | L | 0.303 | 0.416 | 12.1 | B | * | * |
| | T | 1.952 | 0.416 | * | * | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.525 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HITCHCOCK ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB |
| LT | 228 | 0 | 25 | 0 | LR | 15.0 | | 12.0 | L | 10.0 | TR | 15.0 |
| TH | 0 | 0 | 1218 | 1326 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 |
| RT | 47 | 0 | 0 | 114 | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 3.00 | N | 0 | 0 | 0.91 | 50 | Y | 16.0 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.84 | 50 | N | 9.0 | 3 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.86 | 50 | Y | 9.0 | 5 |

---

SIGNAL SETTINGS CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.343 | 0.172 | * | * | * | * |
| NB | L | 0.415 | 0.333 | 20.5 | C | * | * |
| | T | 2.429 | 0.333 | * | * | | |
| SB | TR | 1.611 | 0.591 | * | * | * | * |

---

INTERSECTION: Delay = * (sec/veh) V/C = 2.379 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..SOUTH ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 611 | 0 | 74 | : R | 12.0 | L | 12.0 | TR | 15.0 | L | 11.0 | |
| TH | 0 | 0 | 883 | 866 | : R | 12.0 | R | 12.0 | | 10.0 | T | 11.0 | |
| RT | 0 | 332 | 593 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 18.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 18.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.86 | 50 | Y | 10.8 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.78 | 50 | N | 10.8 | 5 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 103.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 6.0 | 0.0 | 0.0 | GREEN | | 15.0 | 40.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 2.058 | 0.204 | * | * | * | * |
| | R | 1.250 | 0.204 | * | * | | |
| NB | TR | 1.788 | 0.583 | * | * | * | * |
| SB | L | 1.399 | 0.398 | * | * | * | * |
| | T | 1.597 | 0.398 | * | * | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.855 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WESTFIELD RD./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 112 | 0 | 354 | 0 | LR | 12.0 | 12.0 | LT | 12.0 | T | 11.0 |
| TH | 0 | 0 | 859 | 849 | | 12.0 | 12.0 | | 12.0 | R | 11.0 |
| RT | 91 | 0 | 0 | 78 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.75 | 50 | Y | 16.3 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.3 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.93 | 50 | N | 8.3 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.85 | 50 | Y | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.305 | 0.172 | * | * | * | * |
| NB | LT | 9.118 | 0.591 | * | * | * | * |
| SB | T | 1.716 | 0.333 | * | * | * | * |
| | R | 0.185 | 0.333 | 14.2 | B | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 7.294 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..RTE 202/RTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 116 | 212 | 127 | 39 | LT | 12.0 | LT | 12.0 | LT | 11.0 | LT | 12.0 | |
| TH | 385 | 438 | 553 | 660 | T | 12.0 | TR | 12.0 | T | 11.0 | TR | 13.0 | |
| RT | 62 | 60 | 313 | 174 | R | 15.0 | | 12.0 | R | 11.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | Y | 22.3 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | Y | 22.3 | 3 |
| NB | 0.00 | 0.00 | N | 0 | 0 | 0.92 | 50 | N | 23.5 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.87 | 50 | N | 23.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 118.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | X | | | NB | LT | X | | | |
| | TH | X | X | | | | TH | X | | | |
| | RT | X | X | | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| WB | LT | | X | X | | SB | LT | X | | | |
| | TH | | X | X | | | TH | X | | | |
| | RT | | X | X | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| GREEN | | 8.0 | 17.0 | 8.0 | 8.0 | GREEN | | 55.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 4.0 | 4.0 | 10.0 | YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.885 | 0.220 | 43.8 | E | 42.2 | E |
| | R | 0.182 | 0.220 | 28.4 | D | | |
| WB | LTR | 1.130 | 0.254 | 108.4 | F | 108.4 | F |
| NB | L | 0.928 | 0.475 | 59.7 | E | 24.6 | C |
| | T | 0.725 | 0.475 | 21.1 | C | | |
| | R | 0.483 | 0.475 | 16.5 | C | | |
| SB | LTR | 1.165 | 0.475 | 117.6 | F | 117.6 | F |

---

INTERSECTION: Delay = 74.4 (sec/veh) V/C = 0.919 LOS = F

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..EAST ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/5/91
TIME.....PM PEAK
COMMENT.....2010 SCEANRIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 130 | 0 | 707 | 103 | L | 12.0 | | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1299 | 1067 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 228 | 0 | 0 | 33 | | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 25.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 96.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | X | |
| | TH | | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 11.0 | 15.0 | 40.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.785 | 0.125 | 44.1 | E | 20.6 | C |
| | R | 0.297 | 0.563 | 7.2 | B | | |
| NB | L | 1.061 | 0.438 | 65.1 | F | 27.0 | D |
| | T | 0.658 | 0.646 | 7.2 | B | | |
| SB | L | 0.499 | 0.135 | 30.7 | D | 39.1 | D |
| | T | 1.016 | 0.344 | 40.6 | E | | |
| | R | 0.076 | 0.344 | 13.7 | B | | |

---

INTERSECTION: Delay = 30.5 (sec/veh) V/C = 1.082 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/5/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | NB | | SB | |
| LT | 702 | 0 | 156 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1360 | 1166 | R | 10.0 | 12.0 | T | 12.0 | T | 12.0 |
| RT | 9 | 0 | 0 | 0 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 94.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 40.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.186 | 0.447 | 129.6 | F | 128.1 | F |
| | R | 0.016 | 0.447 | 9.4 | B | | |
| NB | L | 0.962 | 0.106 | 73.0 | F | 24.2 | C |
| | T | 0.910 | 0.489 | 18.9 | C | | |
| SB | T | 1.087 | 0.351 | 61.3 | F | 61.3 | F |

---

INTERSECTION:  Delay = 58.1 (sec/veh)  V/C = 1.121  LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MORGAN RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/5/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 643 | 604 | 411 | 99 | L | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 321 | 506 | 1262 | 1378 | LT | 12.0 | LT | 12.0 | L | 12.0 | T | 12.0 | |
| RT | 113 | 78 | 526 | 527 | TR | 12.0 | TR | 15.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | N | 29.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.94 | 50 | N | 29.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.87 | 50 | N | 21.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.77 | 50 | N | 21.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 145.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | X | | | SB | LT | | | X | |
| | TH | | X | | | | TH | | X | X | |
| | RT | | X | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 30.0 | 0.0 | 0.0 | GREEN | | 15.0 | 35.0 | 15.0 | 0.0 |
| YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.189 | 0.186 | 156.4 | F | * | * |
| | TR | 1.464 | 0.186 | * | * | | |
| WB | L | 0.923 | 0.221 | 54.5 | E | * | * |
| | TR | 1.451 | 0.221 | * | * | | |
| NB | L | 1.290 | 0.117 | * | * | * | * |
| | T | 1.087 | 0.393 | 69.9 | F | | |
| | R | 0.650 | 0.614 | 12.6 | B | | |
| SB | L | 0.648 | 0.117 | 51.4 | E | * | * |
| | T | 1.341 | 0.393 | * | * | | |
| | R | 0.780 | 0.579 | 17.8 | C | | |

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INTERSECTION: Delay = * (sec/veh) V/C = 1.386 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..DAGGETT DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/5/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 1168 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1915 | 0 | : | 12.0 | | 10.0 | T | 12.0 | L | 12.0 | |
| RT | 0 | 595 | 192 | 0 | : | 12.0 | | 12.0 | R | 12.0 | | 12.0 | |
| RR | 0 | 300 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.94 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.95 | 0 | N | 5.5 | 3 |

---

SIGNAL SETTINGS CYCLE LENGTH = 86.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 42.0 | 32.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.557 | 0.372 | 14.6 | B | 14.6 | B |
| NB | T | 1.129 | 0.523 | 50.3 | E | 46.2 | E |
| | R | 0.254 | 0.523 | 3.4 | A | | |
| SB | L | 0.991 | 0.395 | 36.9 | D | 36.9 | D |

---

INTERSECTION: Delay = 40.6 (sec/veh) V/C = 1.329 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 511 | 251 | 0 | : | 12.0 | L | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1917 | 2035 | : | 12.0 | R | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 64 | 493 | 0 | : | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | R | 10.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.3 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 20.3 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 8.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 113.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 25.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 64.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.716 | 0.230 | * | * | * | * |
| | R | 0.231 | 0.230 | 27.0 | D | | |
| NB | L | 1.623 | 0.106 | * | * | * | * |
| | T | 0.916 | 0.717 | 14.3 | B | | |
| | R | 0.430 | 0.947 | 0.3 | A | | |
| SB | T | 1.228 | 0.584 | * | * | * | * |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.396 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WAYSIDE AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | : | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 0 | 432 | : | 12.0 | R | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1771 | 1851 | : | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 283 | 74 | 0 | : | 12.0 | | 12.0 | R | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.89 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |

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SIGNAL SETTINGS — CYCLE LENGTH = 83.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 25.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | R | 0.674 | 0.313 | 18.2 | C | 18.2 | C |
| NB | T | 1.030 | 0.578 | 31.3 | D | 30.3 | D |
| | R | 0.096 | 0.578 | 5.1 | B | | |
| SB | L | 0.845 | 0.337 | 27.2 | D | 5.1 | B |
| | T | 0.640 | 0.952 | 0.2 | A | | |

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INTERSECTION: Delay = 16.7 (sec/veh) V/C = 1.225 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..BRUSH HILL /RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 0 | 512 | 0 | R | 12.0 | R | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1738 | 1823 | | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 306 | 0 | 0 | 157 | | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.75 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 5 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.94 | 0 | N | 5.5 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 87.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 1.0 | 0.0 | 0.0 | 0.0 | GREEN | | 29.0 | 45.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 6.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | R | 0.773 | 0.345 | 20.6 | C | 20.6 | C |
| NB | L | 0.914 | 0.368 | 32.8 | D | 7.3 | B |
| | T | 0.596 | 0.954 | 0.2 | A | | |
| SB | T | 1.041 | 0.552 | 35.8 | D | 33.6 | D |
| | R | 0.201 | 0.552 | 6.4 | B | | |

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INTERSECTION:  Delay = 19.5 (sec/veh)  V/C = 1.313  LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 167 | 40 | 622 | 40 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 15 | 15 | 729 | 1003 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 669 | 26 | 3 | 191 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 95.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 35.0 | 20.0 | 9.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.932 | 0.126 | 52.5 | E | 32.7 | D |
| | R | 0.951 | 0.516 | 27.3 | D | | |
| WB | L | 0.586 | 0.126 | 37.5 | D | 30.8 | D |
| | TR | 0.238 | 0.126 | 24.3 | C | | |
| NB | L | 1.048 | 0.389 | 63.6 | F | 31.0 | D |
| | TR | 0.361 | 0.663 | 4.6 | A | | |
| SB | L | 0.227 | 0.116 | 29.1 | D | 40.8 | E |
| | TR | 1.028 | 0.389 | 41.1 | E | | |

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INTERSECTION:  Delay = 34.9 (sec/veh)  V/C = 1.435  LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..PROV.HOSP JUG HANDLE/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 204 | 195 | 0 | 78 | L | 12.0 | LTR | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 93 | 797 | 782 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 56 | 180 | 0 | 112 | | 12.0 | | 12.0 | | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.84 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.81 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 14.3 | 3 |

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SIGNAL SETTINGS  CYCLE LENGTH = 88.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 36.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 8.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.628 | 0.420 | 17.5 | C | 16.3 | C |
| | R | 0.104 | 0.420 | 11.7 | B | | |
| WB | LTR | 0.919 | 0.420 | 31.7 | D | 31.7 | D |
| NB | T | 0.717 | 0.364 | 19.7 | C | 19.7 | C |
| SB | L | 0.476 | 0.114 | 29.2 | D | 12.3 | B |
| | T | 0.529 | 0.511 | 11.2 | B | | |
| | R | 0.170 | 0.511 | 8.8 | B | | |

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INTERSECTION:  Delay = 18.8 (sec/veh)  V/C = 0.781  LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..MAIN ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/4/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 342 | 0 | 0 | L | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 671 | 620 | R | 12.0 | | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 5.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 5.5 | 3 |

---

SIGNAL SETTINGS CYCLE LENGTH = 58.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 0.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 6.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 7.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.808 | 0.310 | 21.0 | C | 21.0 | C |
| NB | T | 0.375 | 0.586 | 4.9 | A | 4.9 | A |
| SB | T | 0.366 | 0.586 | 4.9 | A | 4.9 | A |

---

INTERSECTION: Delay = 8.1 (sec/veh) V/C = 0.525 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..AMES PLAZA DR./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 3

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 87 | 0 | 159 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 594 | 555 | R | 12.0 | | 12.0 | T | 12.0 | TR | 15.0 | |
| RT | 177 | 0 | 0 | 30 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 5.00 | N | 0 | 0 | 0.75 | 50 | N | 23.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 23.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 63.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 28.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.420 | 0.190 | 17.7 | C | 13.3 | B |
| | R | 0.415 | 0.381 | 11.2 | B | | |
| NB | L | 0.577 | 0.190 | 19.5 | C | 5.9 | B |
| | T | 0.287 | 0.714 | 2.5 | A | | |
| SB | TR | 0.388 | 0.476 | 8.1 | B | 8.1 | B |

---

INTERSECTION:  Delay = 8.0 (sec/veh)  V/C = 0.528  LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCEANRIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 146 | 25 | 48 | 63 | LT | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 609 | 479 | R | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 49 | 25 | 25 | 89 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 82.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 10.0 | 12.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.734 | 0.146 | 32.3 | D | 30.2 | D |
| | R | 0.288 | 0.146 | 23.9 | C | | |
| WB | LTR | 0.673 | 0.146 | 37.3 | D | 37.3 | D |
| NB | L | 0.221 | 0.146 | 23.5 | C | 19.1 | C |
| | TR | 0.652 | 0.329 | 18.8 | C | | |
| SB | L | 0.284 | 0.146 | 23.9 | C | 18.5 | C |
| | TR | 0.581 | 0.329 | 17.9 | C | | |

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INTERSECTION:  Delay = 21.0 (sec/veh)  V/C = 0.408  LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/5/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 1085 | 0 | 95 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 720 | 586 | R | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RT | 51 | 0 | 0 | 979 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 86.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 40.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.690 | 0.477 | * | * | * | * |
| | R | 0.077 | 0.477 | 9.3 | B | | |
| NB | L | 0.253 | 0.453 | 11.2 | B | 13.0 | B |
| | T | 0.544 | 0.453 | 13.3 | B | | |
| SB | T | 0.966 | 0.360 | 40.5 | E | 18.8 | C |
| | R | 0.817 | 0.837 | 5.8 | B | | |

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INTERSECTION: Delay = * (sec/veh) V/C = 1.266 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..LAUREL ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 626 | 0 | 24 | 12.0 | LR | 15.0 | T | 11.0 | L | 10.0 | |
| TH | 0 | 0 | 978 | 898 | 12.0 | | 12.0 | R | 11.0 | T | 12.0 | |
| RT | 0 | 7 | 726 | 0 | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 50 | N | 18.8 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.89 | 50 | Y | 17.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.88 | 50 | Y | 17.0 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.92 | 50 | N | 17.0 | 3 |

---

SIGNAL SETTINGS CYCLE LENGTH = 77.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 7.0 | 0.0 | 0.0 | GREEN | | 30.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | LR | 1.884 | 0.286 | * | * | * | * |
| NB | T | 1.539 | 0.416 | * | * | * | * |
| | R | 1.344 | 0.416 | * | * | | |
| SB | L | 0.303 | 0.416 | 12.1 | B | * | * |
| | T | 1.318 | 0.416 | * | * | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.149 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HITCHCOCK ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 228 | 0 | 25 | 0 | LR | 15.0 | 12.0 | L | 10.0 | TR | 15.0 |
| TH | 0 | 0 | 886 | 894 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RT | 47 | 0 | 0 | 114 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 3.00 | N | 0 | 0 | 0.91 | 50 | Y | 16.0 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.0 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.84 | 50 | N | 9.0 | 3 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.86 | 50 | Y | 9.0 | 5 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.343 | 0.172 | * | * | * | * |
| NB | L | 0.415 | 0.333 | 20.5 | C | * | * |
| | T | 1.767 | 0.333 | * | * | | |
| SB | TR | 1.135 | 0.591 | 55.0 | E | 55.0 | E |

---

INTERSECTION: Delay = * (sec/veh) V/C = 2.231 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..SOUTH ST./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 439 | 0 | 74 | : R | 12.0 | L | 12.0 | TR | 15.0 | L | 11.0 | |
| TH | 0 | 0 | 685 | 606 | : R | 12.0 | R | 12.0 | | 10.0 | T | 11.0 | |
| RT | 0 | 332 | 459 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 18.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 18.5 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.86 | 50 | Y | 10.8 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.78 | 50 | N | 10.8 | 5 |

---

SIGNAL SETTINGS CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | X | | |
| | TH | | | | | | TH | | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 20.0 | 6.0 | 0.0 | 0.0 | GREEN | | 15.0 | 30.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.535 | 0.226 | * | * | * | * |
| | R | 1.129 | 0.226 | 97.6 | F | | |
| NB | TR | 1.502 | 0.538 | * | * | * | * |
| SB | L | 1.263 | 0.333 | * | * | * | * |
| | T | 1.335 | 0.333 | * | * | | |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.534 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WESTFIELD RD./ROUTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 3

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 112 | 0 | 294 | 0 | LR | 12.0 | 12.0 | LT | 12.0 | T | 11.0 |
| TH | 0 | 0 | 721 | 631 | | 12.0 | 12.0 | | 12.0 | R | 11.0 |
| RT | 49 | 0 | 0 | 78 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.75 | 50 | Y | 16.3 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 16.3 | 3 |
| NB | 0.00 | 1.00 | N | 0 | 0 | 0.93 | 50 | N | 8.3 | 5 |
| SB | 0.00 | 0.00 | N | 0 | 0 | 0.85 | 50 | Y | 8.3 | 3 |

---

SIGNAL SETTINGS  CYCLE LENGTH = 93.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 15.0 | 6.0 | 0.0 | 0.0 | GREEN | | 30.0 | 20.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LR | 1.036 | 0.172 | 75.8 | F | 75.8 | F |
| NB | LT | 2.691 | 0.591 | * | * | * | * |
| SB | T | 1.276 | 0.333 | * | * | * | * |
| | R | 0.185 | 0.333 | 14.2 | B | | |

---

INTERSECTION:  Delay = * (sec/veh)  V/C = 3.250  LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
**********

INTERSECTION..RTE 202/RTE 5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3 ~~W/MIT~~

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 116 | 158 | 105 | 39 | LT | 12.0 | LT | 12.0 | LT | 11.0 | LT | 12.0 | |
| TH | 385 | 438 | 477 | 506 | T | 12.0 | TR | 12.0 | T | 11.0 | TR | 13.0 | |
| RT | 52 | 60 | 271 | 174 | R | 15.0 | | 12.0 | R | 11.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | Y | 22.3 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | Y | 22.3 | 3 |
| NB | 0.00 | 0.00 | N | 0 | 0 | 0.92 | 50 | N | 23.5 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.87 | 50 | N | 23.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 112.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | X | | | NB | LT | X | | | |
| | TH | X | X | | | | TH | X | | | |
| | RT | X | X | | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| WB | LT | | X | X | | SB | LT | X | | | |
| | TH | | X | X | | | TH | X | | | |
| | RT | | X | X | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| GREEN | | 8.0 | 20.0 | 8.0 | 8.0 | GREEN | | 46.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 4.0 | 4.0 | 10.0 | YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.734 | 0.259 | 31.4 | D | 30.8 | D |
| | R | 0.130 | 0.259 | 24.2 | C | | |
| WB | LTR | 0.872 | 0.295 | 35.1 | D | 35.1 | D |
| NB | LT | 0.715 | 0.420 | 22.3 | C | 21.1 | C |
| | R | 0.473 | 0.420 | 18.3 | C | | |
| SB | LTR | 0.899 | 0.420 | 31.0 | D | 31.0 | D |

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INTERSECTION: Delay = 29.0 (sec/veh) V/C = 0.670 LOS = D

# APPENDIX H-1(e)

# INTERSECTION ANALYSIS

# YEAR 2010 WITH IMPROVEMENTS

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010-SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | NB | | SB | |
| LT | 678 | 0 | 188 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1470 | 1216 | LR | 10.0 | 12.0 | T | 12.0 | T | 12.0 |
| RT | 9 | 0 | 0 | 0 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 95.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 26.0 | 0.0 | 0.0 | 0.0 | GREEN | | 13.0 | 40.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.755 | 0.295 | 27.6 | D | 28.8 | D |
| | LR | 0.931 | 0.295 | 37.9 | D | | |
| NB | L | 0.781 | 0.158 | 38.6 | D | 11.7 | B |
| | T | 0.749 | 0.642 | 8.4 | B | | |
| SB | T | 0.879 | 0.453 | 18.9 | C | 20.4 | C |

---

INTERSECTION: Delay = 18.5 (sec/veh) V/C = 0.879 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 1 W/MIT

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 0 | 957 | 0 | 0 | : | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 2021 | 2129 | : | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 70 | 0 | 0 | : | 12.0 | R | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | | 10.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 11.5 | 3 |

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SIGNAL SETTINGS CYCLE LENGTH = 120.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 42.0 | 0.0 | 0.0 | 0.0 | GREEN | | 68.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.200 | 0.367 | * | * | * | * |
| | R | 0.148 | 0.367 | 19.3 | C | | |
| NB | T | 1.187 | 0.583 | 122.4 | F | 122.4 | F |
| SB | T | 1.287 | 0.583 | * | * | * | * |

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INTERSECTION: Delay = * (sec/veh) V/C = 1.253 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCEARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 153 | 56 | 636 | 56 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 23 | 23 | 845 | 1088 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 685 | 42 | 49 | 247 | | 12.0 | | 12.0 | TR | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 88.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 28.0 | 17.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.897 | 0.136 | 44.7 | E | 26.1 | D |
| | R | 0.921 | 0.545 | 21.3 | C | | |
| WB | L | 0.760 | 0.136 | 49.3 | E | 24.7 | C |
| | TR | 0.350 | 0.136 | 22.6 | C | | |
| NB | L | 1.020 | 0.409 | 51.6 | E | 23.8 | C |
| | TR | 0.490 | 0.602 | 6.5 | B | | |
| SB | L | 0.231 | 0.159 | 24.6 | C | 33.1 | D |
| | T | 1.011 | 0.352 | 37.3 | D | | |
| | R | 0.553 | 0.352 | 15.7 | C | | |

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INTERSECTION: Delay = 27.4 (sec/veh) V/C = 1.421 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 1 W/MIT

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 158 | 31 | 82 | 69 | L | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 641 | 681 | TR | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 57 | 31 | 31 | 101 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 82.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 10.0 | 12.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.789 | 0.146 | 35.7 | D | 32.6 | D |
| | TR | 0.340 | 0.146 | 24.3 | C | | |
| WB | LTR | 0.351 | 0.146 | 24.4 | C | 24.4 | C |
| NB | L | 0.378 | 0.146 | 24.5 | C | 19.9 | C |
| | TR | 0.692 | 0.329 | 19.4 | C | | |
| SB | L | 0.311 | 0.146 | 24.0 | C | 22.0 | C |
| | TR | 0.797 | 0.329 | 21.8 | C | | |

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INTERSECTION: Delay = 22.6 (sec/veh) V/C = 0.413 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 1

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 1107 | 0 | 105 | 0 | L | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 664 | 702 | LR | 12.0 | | 12.0 | T | 12.0 | R | 12.0 | |
| RT | 53 | 0 | 0 | 1025 | | 12.0 | | 12.0 | T | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 98.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 40.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 42.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.940 | 0.418 | 35.6 | D | 36.9 | D |
| | LR | 0.949 | 0.418 | 38.2 | D | | |
| NB | L | 0.287 | 0.520 | 10.4 | B | 11.1 | B |
| | T | 0.437 | 0.520 | 11.2 | B | | |
| SB | T | 0.950 | 0.439 | 35.4 | D | 18.0 | C |
| | R | 0.836 | 0.857 | 6.1 | B | | |

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INTERSECTION: Delay = 22.4 (sec/veh) V/C = 0.892 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..EAST ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2 W/MIT

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 130 | 0 | 747 | 146 | : L | 12.0 | | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 0 | 0 | 1673 | 1479 | : R | 12.0 | | 12.0 | L | 12.0 | T | 12.0 | |
| RT | 258 | 0 | 0 | 33 | : | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | : | 12.0 | | 12.0 | T | 12.0 | R | 10.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | : | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 23.3 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 23.3 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.5 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 85.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | | | X | |
| | TH | | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 10.0 | 0.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 21.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 4.0 | 5.0 | 5.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.695 | 0.141 | 32.9 | D | 17.8 | C |
| | R | 0.412 | 0.459 | 10.1 | B | | |
| NB | L | 0.982 | 0.271 | 42.9 | E | 21.0 | C |
| | T | 0.878 | 0.624 | 11.3 | B | | |
| SB | L | 0.740 | 0.129 | 35.5 | D | 29.3 | D |
| | T | 1.004 | 0.482 | 29.1 | D | | |
| | R | 0.054 | 0.482 | 7.6 | B | | |

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INTERSECTION: Delay = 23.8 (sec/veh) V/C = 1.050 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010-SCENARIO 2

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 806 | 0 | 198 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1734 | 1578 | LR | 10.0 | 12.0 | T | 12.0 | T | 12.0 |
| RT | 9 | 0 | 0 | 0 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 105.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 28.0 | 0.0 | 0.0 | 0.0 | GREEN | | 14.0 | 47.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.944 | 0.286 | 47.9 | E | 58.5 | E |
| | LR | 1.115 | 0.286 | 90.1 | F | | |
| NB | L | 0.853 | 0.152 | 48.8 | E | 15.1 | C |
| | T | 0.864 | 0.657 | 11.4 | B | | |
| SB | T | 1.085 | 0.476 | 56.7 | E | 55.4 | E |

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INTERSECTION: Delay = 39.2 (sec/veh) V/C = 1.055 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2 W/MIT

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 1003 | 0 | 0 | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 2501 | 2885 | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 74 | 0 | 0 | 12.0 | R | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | | 10.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 11.5 | 3 |

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SIGNAL SETTINGS CYCLE LENGTH = 120.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 35.0 | 0.0 | 0.0 | 0.0 | GREEN | | 75.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 1.413 | 0.308 | * | * | * | * |
| | R | 0.175 | 0.308 | 23.1 | C | | |
| NB | T | 1.335 | 0.642 | * | * | * | * |
| SB | T | 1.585 | 0.642 | * | * | * | * |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.529 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HIGHLAND/MARION/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2 with mit

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 261 | 60 | 794 | 60 | LT | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 27 | 27 | 1223 | 1500 | R | 12.0 | TR | 10.0 | T | 12.0 | T | 12.0 | |
| RT | 819 | 46 | 53 | 239 | | 12.0 | | 12.0 | TR | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 10.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 20.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 14.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 120.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | X | |
| | TH | X | | | | | TH | | X | X | |
| | RT | X | | | | | RT | | X | X | |
| | PD | | | | | | PD | | | | |
| GREEN | | 16.0 | 0.0 | 0.0 | 0.0 | GREEN | | 45.0 | 25.0 | 13.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 6.0 | 5.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 1.547 | 0.150 | * | * | * | * |
| | R | 1.109 | 0.542 | 73.3 | F | | |
| WB | L | 1.111 | 0.150 | 181.9 | F | 98.5 | F |
| | TR | 0.357 | 0.150 | 29.9 | D | | |
| NB | L | 1.331 | 0.392 | * | * | * | * |
| | TR | 0.647 | 0.650 | 8.6 | B | | |
| SB | L | 0.315 | 0.125 | 36.6 | D | * | * |
| | T | 1.281 | 0.383 | * | * | | |
| | R | 0.492 | 0.383 | 18.7 | C | | |

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INTERSECTION: Delay = * (sec/veh) V/C = 1.744 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..PROV.HOSP JUG HANDLE/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 2 w/mit

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| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 204 | 352 | 0 | 185 | L | 12.0 | L | 12.0 | T | 12.0 | L | 12.0 | |
| TH | 0 | 93 | 1364 | 1191 | R | 12.0 | TR | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 56 | 339 | 0 | 112 | | 12.0 | | 12.0 | | 12.0 | T | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | R | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.84 | 0 | N | 17.5 | 3 |
| WB | 0.00 | 0.00 | N | 0 | 0 | 0.81 | 0 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 4.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |

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SIGNAL SETTINGS CYCLE LENGTH = 100.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | X | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | X | | | SB | LT | | X | | |
| | TH | X | | | | | TH | X | X | | |
| | RT | X | | | | | RT | X | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 27.0 | 8.0 | 0.0 | 0.0 | GREEN | | 41.0 | 10.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.640 | 0.360 | 26.8 | D | 25.4 | D |
| | R | 0.156 | 0.280 | 20.6 | C | | |
| WB | L | 0.706 | 0.360 | 23.4 | C | 93.7 | F |
| | TR | 1.199 | 0.280 | 150.9 | F | | |
| NB | T | 1.038 | 0.430 | 50.2 | E | 50.2 | E |
| SB | L | 1.070 | 0.120 | 106.9 | F | 23.2 | C |
| | T | 0.711 | 0.580 | 12.2 | B | | |
| | R | 0.150 | 0.580 | 7.3 | B | | |

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INTERSECTION: Delay = 47.2 (sec/veh) V/C = 1.206 LOS = E

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 2 w/mit

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB |
| LT | 216 | 63 | 122 | 155 | L | 12.0 | L | 12.0 | L | 12.0 | L | 12.0 |
| TH | 1 | 1 | 899 | 713 | TR | 12.0 | TR | 12.0 | T | 12.0 | T | 12.0 |
| RT | 99 | 63 | 63 | 165 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 90.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 15.0 | 12.0 | 0.0 | 0.0 | GREEN | | 10.0 | 28.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.996 | 0.189 | 67.6 | F | 54.2 | E |
| | TR | 0.454 | 0.189 | 25.4 | D | | |
| WB | L | 0.316 | 0.189 | 24.2 | C | 24.0 | C |
| | TR | 0.264 | 0.189 | 23.8 | C | | |
| NB | L | 0.617 | 0.133 | 31.5 | D | 38.1 | D |
| | TR | 0.981 | 0.333 | 38.9 | D | | |
| SB | L | 0.767 | 0.133 | 38.5 | D | 29.6 | D |
| | TR | 0.892 | 0.333 | 28.1 | D | | |

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INTERSECTION: Delay = 36.3 (sec/veh) V/C = 0.572 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....11/11/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 2 W/mit

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | NB | | SB | |
| LT | 1419 | 0 | 155 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1058 | 1000 | LR | 12.0 | 12.0 | T | 12.0 | R | 12.0 |
| RT | 41 | 0 | 0 | 1271 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

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SIGNAL SETTINGS CYCLE LENGTH = 120.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 48.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 56.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 1.234 | 0.408 | * | * | * | * |
| | LR | 1.199 | 0.408 | 147.1 | F | | |
| NB | L | 0.661 | 0.542 | 23.8 | C | 16.7 | C |
| | T | 0.669 | 0.542 | 15.7 | C | | |
| SB | T | 1.250 | 0.475 | * | * | * | * |
| | R | 1.005 | 0.883 | 25.7 | D | | |

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INTERSECTION: Delay = * (sec/veh) V/C = 1.202 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..NORTH ELM ST./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3 W/MIT

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| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | NB | | SB | |
| LT | 702 | 0 | 156 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 1360 | 1166 | LR | 10.0 | 12.0 | T | 12.0 | T | 12.0 |
| RT | 9 | 0 | 0 | 0 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 17.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |
| SB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 8.3 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 95.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 30.0 | 0.0 | 0.0 | 0.0 | GREEN | | 12.0 | 38.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

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LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.786 | 0.337 | 27.3 | D | 27.8 | D |
| | LR | 0.866 | 0.337 | 28.4 | D | | |
| NB | L | 0.695 | 0.147 | 34.7 | D | 12.2 | B |
| | T | 0.742 | 0.600 | 9.7 | B | | |
| SB | T | 0.907 | 0.421 | 21.7 | C | 21.7 | C |

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INTERSECTION: Delay = 18.7 (sec/veh) V/C = 0.857 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..ASHLEY AVE./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3 W/MIT

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| | VOLUMES | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | EB | | WB | | NB | | SB | |
| LT | 0 | 762 | 0 | 0 | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| TH | 0 | 0 | 1917 | 2035 | 12.0 | L | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 0 | 64 | 0 | 0 | 12.0 | R | 12.0 | | 12.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | 12.0 | | 12.0 | | 10.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

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ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.90 | 0 | N | 14.5 | 3 |
| WB | 0.00 | 1.00 | N | 0 | 0 | 0.85 | 0 | N | 14.5 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 0 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.84 | 0 | N | 11.5 | 3 |

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SIGNAL SETTINGS — CYCLE LENGTH = 120.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | | | | | NB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | | | | | | RT | X | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | | | | |
| | TH | | | | | | TH | X | | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 42.0 | 0.0 | 0.0 | 0.0 | GREEN | | 68.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| WB | L | 0.956 | 0.367 | 42.0 | E | 40.3 | E |
| | R | 0.135 | 0.367 | 19.2 | C | | |
| NB | T | 1.126 | 0.583 | 85.0 | F | 85.0 | F |
| SB | T | 1.230 | 0.583 | * | * | * | * |

---

INTERSECTION: Delay = * (sec/veh) V/C = 1.124 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..HOLYOKE PLAZA/OTHER/RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 3 W/MIT

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 146 | 25 | 48 | 63 | L | 12.0 | LTR | 12.0 | L | 12.0 | L | 12.0 | |
| TH | 1 | 1 | 609 | 479 | TR | 12.0 | | 12.0 | T | 12.0 | T | 12.0 | |
| RT | 49 | 25 | 25 | 89 | | 12.0 | | 12.0 | TR | 12.0 | TR | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 0.00 | N | 0 | 0 | 0.76 | 50 | N | 20.5 | 3 |
| WB | 0.00 | 10.00 | N | 0 | 0 | 0.88 | 50 | N | 20.5 | 3 |
| NB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | N | 11.5 | 3 |
| SB | 0.00 | 3.00 | N | 0 | 0 | 0.90 | 50 | N | 11.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 82.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| WB | LT | X | | | | SB | LT | X | | | |
| | TH | X | | | | | TH | | X | | |
| | RT | X | | | | | RT | | X | | |
| | PD | | X | | | | PD | | | | |
| GREEN | | 10.0 | 12.0 | 0.0 | 0.0 | GREEN | | 10.0 | 25.0 | 0.0 | 0.0 |
| YELLOW | | 5.0 | 10.0 | 0.0 | 0.0 | YELLOW | | 5.0 | 5.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.729 | 0.146 | 32.1 | D | 30.0 | D |
| | TR | 0.293 | 0.146 | 23.9 | C | | |
| WB | LTR | 0.282 | 0.146 | 23.9 | C | 23.9 | C |
| NB | L | 0.221 | 0.146 | 23.5 | C | 19.1 | C |
| | TR | 0.652 | 0.329 | 18.8 | C | | |
| SB | L | 0.284 | 0.146 | 23.9 | C | 18.5 | C |
| | TR | 0.581 | 0.329 | 17.9 | C | | |

---

INTERSECTION: Delay = 20.5 (sec/veh) V/C = 0.336 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..WHITING FARMS RD./RTE.5
AREA TYPE.....OTHER
ANALYST.....JSP
DATE.....12/6/91
TIME.....PM PEAK HOUR
COMMENT.....2010 SCENARIO 3 W/MIT

---

| | VOLUMES | | | | | GEOMETRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | WB | | NB | | SB |
| LT | 1085 | 0 | 95 | 0 | L | 12.0 | 12.0 | L | 12.0 | T | 12.0 |
| TH | 0 | 0 | 720 | 586 | LR | 12.0 | 12.0 | T | 12.0 | R | 12.0 |
| RT | 51 | 0 | 0 | 979 | | 12.0 | 12.0 | T | 12.0 | | 12.0 |
| RR | 0 | 0 | 0 | 0 | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |
| | | | | | | 12.0 | 12.0 | | 12.0 | | 12.0 |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 1.00 | N | 0 | 0 | 0.91 | 50 | N | 22.8 | 3 |
| WB | 0.00 | 2.00 | N | 0 | 0 | 0.90 | 50 | N | 22.8 | 3 |
| NB | 0.00 | 2.00 | N | 0 | 0 | 0.86 | 50 | N | 11.3 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.94 | 50 | N | 11.3 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 91.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | | | | NB | LT | X | X | | |
| | TH | | | | | | TH | X | X | | |
| | RT | X | | | | | RT | | | | |
| | PD | | | | | | PD | | | | |
| WB | LT | | | | | SB | LT | | | | |
| | TH | | | | | | TH | | X | | |
| | RT | | | | | | RT | | X | | |
| | PD | | | | | | PD | | | | |
| GREEN | | 40.0 | 0.0 | 0.0 | 0.0 | GREEN | | 8.0 | 35.0 | 0.0 | 0.0 |
| YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 | YELLOW | | 0.0 | 4.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | L | 0.894 | 0.451 | 27.8 | D | 34.0 | D |
| | LR | 0.973 | 0.451 | 39.6 | D | | |
| NB | L | 0.242 | 0.484 | 10.6 | B | 12.3 | B |
| | T | 0.510 | 0.484 | 12.5 | B | | |
| SB | T | 0.880 | 0.396 | 28.1 | D | 13.9 | B |
| | R | 0.809 | 0.846 | 5.4 | B | | |

---

INTERSECTION: Delay = 19.9 (sec/veh) V/C = 0.865 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

**********

INTERSECTION..RTE 202/RTE 5
AREA TYPE.....OTHER
ANALYST.......JSP
DATE.....12/6/91
TIME.....PM PEAK
COMMENT.....2010 SCENARIO 3 W/MIT

---

| | VOLUMES | | | | | GEOMETRY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | | EB | | WB | | NB | | SB | |
| LT | 116 | 158 | 105 | 39 | LT | 12.0 | LT | 12.0 | LT | 11.0 | LT | 12.0 | |
| TH | 385 | 438 | 477 | 506 | T | 12.0 | TR | 12.0 | T | 11.0 | TR | 13.0 | |
| RT | 52 | 60 | 271 | 174 | R | 15.0 | | 12.0 | R | 11.0 | | 12.0 | |
| RR | 0 | 0 | 0 | 0 | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |
| | | | | | | 12.0 | | 12.0 | | 12.0 | | 12.0 | |

---

ADJUSTMENT FACTORS

| | GRADE (%) | HV (%) | ADJ Y/N | PKG Nm | BUSES Nb | PHF | PEDS | PED. Y/N | BUT. min T | ARR. TYPE |
|---|---|---|---|---|---|---|---|---|---|---|
| EB | 0.00 | 2.00 | N | 0 | 0 | 0.93 | 50 | Y | 22.3 | 3 |
| WB | 0.00 | 3.00 | N | 0 | 0 | 0.88 | 50 | Y | 22.3 | 3 |
| NB | 0.00 | 0.00 | N | 0 | 0 | 0.92 | 50 | N | 23.5 | 3 |
| SB | 0.00 | 1.00 | N | 0 | 0 | 0.87 | 50 | N | 23.5 | 3 |

---

SIGNAL SETTINGS — CYCLE LENGTH = 112.0

| | | PH-1 | PH-2 | PH-3 | PH-4 | | | PH-1 | PH-2 | PH-3 | PH-4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EB | LT | X | X | | | NB | LT | X | | | |
| | TH | X | X | | | | TH | X | | | |
| | RT | X | X | | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| WB | LT | | X | X | | SB | LT | X | | | |
| | TH | | X | X | | | TH | X | | | |
| | RT | | X | X | | | RT | X | | | |
| | PD | | | | X | | PD | | | | |
| GREEN | | 8.0 | 20.0 | 8.0 | 8.0 | GREEN | | 46.0 | 0.0 | 0.0 | 0.0 |
| YELLOW | | 0.0 | 4.0 | 4.0 | 10.0 | YELLOW | | 4.0 | 0.0 | 0.0 | 0.0 |

---

LEVEL OF SERVICE

| | LANE GRP. | V/C | G/C | DELAY | LOS | APP. DELAY | APP. LOS |
|---|---|---|---|---|---|---|---|
| EB | LT | 0.734 | 0.259 | 31.4 | D | 30.8 | D |
| | R | 0.130 | 0.259 | 24.2 | C | | |
| WB | LTR | 0.872 | 0.295 | 35.1 | D | 35.1 | D |
| NB | LT | 0.715 | 0.420 | 22.3 | C | 21.1 | C |
| | R | 0.473 | 0.420 | 18.3 | C | | |
| SB | LTR | 0.899 | 0.420 | 31.0 | D | 31.0 | D |

---

INTERSECTION: Delay = 29.0 (sec/veh) V/C = 0.704 LOS = D

# APPENDIX H-2(a)

# RAMP JUNCTION ANALYSIS

# EXISTING

**********

FACILITY LOCATION... RT.5 NB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS.... PM PEAK HOUR
DATE OF ANALYSIS.... 5/22/91
OTHER INFORMATION... 1991 VOLUMES

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 1916 | 941 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

## C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 66 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1315 | 941 | 1916 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1476 | 1056 | 2150 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2150 | C |
| DIVERGE: | 1476 | C |

**********

FACILITY LOCATION... RT.5 NB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS.... PM PEAK HOUR
DATE OF ANALYSIS.... 5/22/91
OTHER INFORMATION... 1991 VOLUMES

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 975 | 631 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

## C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 77 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 400 | 631 | 975 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 458 | 708 | 1094 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1802 | C |
| MERGE: | 1166 | C |

**********

FACILITY LOCATION... RT.5 SB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS.... PM PEAK HOUR
DATE OF ANALYSIS.... 5/22/91
OTHER INFORMATION... 1991 VOLUMES

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 1573 | 475 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 68 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 955 | 475 | 1573 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1072 | 533 | 1765 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1765 | C |
| DIVERGE: | 1072 | C |

**********

FACILITY LOCATION... RT.5 SB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS.... PM PEAK HOUR
DATE OF ANALYSIS.... 5/22/91
OTHER INFORMATION... 1991 VOLUMES

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 1308 | 954 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 71 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 478 | 954 | 1308 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 548 | 1071 | 1468 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2539 | C |
| MERGE: | 1619 | D |

**********

FACILITY LOCATION... RT.5 NB/I-90 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS.... PM PEAK HOUR
DATE OF ANALYSIS.... 5/22/91
OTHER INFORMATION... 1991 VOLUMES

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 899 | 232 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 78 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 596 | 232 | 899 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 669 | 260 | 1009 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1009 | C |
| DIVERGE: | 669 | B |

**********

FACILITY LOCATION... RT.5 NB/I-90 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS.... PM PEAK HOUR
DATE OF ANALYSIS.... 5/22/91
OTHER INFORMATION... 1991 VOLUMES

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 667 | 78 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 83 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 357 | 78 | 667 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 405 | 88 | 749 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 837 | C |
| MERGE: | 493 | A |

**********

FACILITY LOCATION... RT.5 SB/I-90 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS.... PM PEAK HOUR
DATE OF ANALYSIS.... 5/22/91
OTHER INFORMATION... 1991 VOLUMES

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 880 | 210 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 79 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 578 | 210 | 880 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 649 | 236 | 988 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 988 | C |
| DIVERGE: | 649 | A |

**********

FACILITY LOCATION... RT.5 ~~BS~~ SB /I-90 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS.... PM PEAK HOUR
DATE OF ANALYSIS.... 5/22/91
OTHER INFORMATION... 1991 VOLUMES

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 670 | 282 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

## C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 83 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 335 | 282 | 670 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 380 | 316 | 752 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1068 | C |
| MERGE: | 696 | B |

# APPENDIX H-2(b)

# RAMP JUNCTION ANALYSIS

# YEAR 2000

**********

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 11/2/91
OTHER INFORMATION.... 2000 SCENARIO 1

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 2563 | 1162 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 68 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1653 | 1162 | 2563 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1855 | 1304 | 2877 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2877 | D |
| DIVERGE: | 1855 | E |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 11/2/91
OTHER INFORMATION.... 2000 SCENARIO 1

**********

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 1

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 1401 | 863 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 70 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 520 | 863 | 1401 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 596 | 969 | 1572 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2541 | C |
| MERGE: | 1565 | D |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 1

**********

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 1

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 2525 | 746 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

**********

C) RAMP ANALYSIS RESULTS

---

TRUCK PRESENCE IN LANE 1: 68 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1424 | 746 | 2525 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1598 | 837 | 2834 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2834 | D |
| DIVERGE: | 1598 | D |

IDENTIFYING INFORMATION

---

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 1

**********

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 1

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1779 | 1151 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 66 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 617 | 1151 | 1779 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 707 | 1292 | 1997 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3289 | E |
| MERGE: | 1999 | E |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 1

**********

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 5/22/91
OTHER INFORMATION.... 2000 SCENARIO 2

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1552 | 966 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 68 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 560 | 966 | 1552 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 641 | 1084 | 1742 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2826 | D |
| MERGE: | 1725 | D |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 5/22/91
OTHER INFORMATION.... 2000 SCENARIO 2

**********

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 11/2/91
OTHER INFORMATION.... 2000 SCENARIO 2

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 2781 | 1229 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 72 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1764 | 1229 | 2781 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1980 | 1379 | 3121 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3121 | D |
| DIVERGE: | 1980 | E |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 11/2/91
OTHER INFORMATION.... 2000 SCENARIO 2

**********

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 2

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 2926 | 711 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 76 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1544 | 711 | 2926 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1751 | 798 | 3284 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3284 | E |
| DIVERGE: | 1751 | D |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 2

**********

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 2

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 2215 | 1208 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 65 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 761 | 1208 | 2215 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 872 | 1356 | 2486 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3842 | F |
| MERGE: | 2228 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 2

**********

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 2482 | 1126 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 67 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1607 | 1126 | 2482 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1804 | 1264 | 2786 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2786 | D |
| DIVERGE: | 1804 | E |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1356 | 824 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 71 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 509 | 824 | 1356 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 583 | 925 | 1522 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2447 | C |
| MERGE: | 1508 | D |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 5/22/91
OTHER INFORMATION.... 2000 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 2478 | 661 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 67 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1364 | 661 | 2478 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1531 | 742 | 2781 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2781 | D |
| DIVERGE: | 1531 | D |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 5/22/91
OTHER INFORMATION.... 2000 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1817 | 1139 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 66 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 632 | 1139 | 1817 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 724 | 1278 | 2039 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3317 | E |
| MERGE: | 2002 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2000 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 NB/I-90 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1024 | 118 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 76 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 476 | 118 | 1024 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 540 | 132 | 1149 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1281 | C |
| MERGE: | 672 | B |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-90 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 NB/I-90 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 1407 | 302 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 70 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 807 | 302 | 1407 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 906 | 339 | 1579 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1579 | C |
| DIVERGE: | 906 | B |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-90 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 BS/I-90 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1024 | 385 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 76 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 445 | 385 | 1024 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 505 | 432 | 1149 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1581 | C |
| MERGE: | 937 | B |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 BS/I-90 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 SB/I-90 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1337 | 313 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 71 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 789 | 313 | 1337 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 886 | 351 | 1501 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1501 | C |
| DIVERGE: | 886 | B |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-90 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2000 SCENARIO 3

# APPENDIX H-2(c)

# RAMP JUNCTION ANALYSIS

# YEAR 2010

**********

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 1

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1759 | 1060 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 66 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 621 | 1060 | 1759 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 711 | 1190 | 1974 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3164 | D |
| MERGE: | 1901 | E |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 1

**********

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 11/2/91
OTHER INFORMATION.... 2010 SCENARIO 1

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 3125 | 1366 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 82 % OF FREEWAY TRUCKS

WARNING: % trucks in lane 1, ... Volume is outside Fig 5.6

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1953 | 1366 | 3125 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 2214 | 1533 | 3507 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3507 | E |
| DIVERGE: | 2214 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 11/2/91
OTHER INFORMATION.... 2010 SCENARIO 1

**********

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 1

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 3086 | 942 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 81 % OF FREEWAY TRUCKS

WARNING: % trucks in lane 1, ... Volume is outside Fig 5.6

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1720 | 942 | 3086 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1950 | 1057 | 3464 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3464 | E |
| DIVERGE: | 1950 | E |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 1

**********

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 1

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 2144 | 1330 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 65 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 723 | 1330 | 2144 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 828 | 1493 | 2406 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3899 | F |
| MERGE: | 2321 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 1

**********

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 5/22/91
OTHER INFORMATION.... 2010 SCENARIO 2

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 2061 | 1266 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 65 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 701 | 1266 | 2061 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 803 | 1421 | 2313 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3734 | E |
| MERGE: | 2224 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 5/22/91
OTHER INFORMATION.... 2010 SCENARIO 2

**********

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 11/2/91
OTHER INFORMATION.... 2010 SCENARIO 2

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 3561 | 1500 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 82 % OF FREEWAY TRUCKS

WARNING: % trucks in lane 1, ... Volume is outside Fig 5.6

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 2174 | 1500 | 3561 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 2465 | 1684 | 3997 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3997 | F |
| DIVERGE: | 2465 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 11/2/91
OTHER INFORMATION.... 2010 SCENARIO 2

**********

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 2

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 3888 | 872 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 82 % OF FREEWAY TRUCKS

WARNING: % trucks in lane 1, ... Volume is outside Fig 5.6

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1960 | 872 | 3888 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 2222 | 979 | 4364 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 4364 | F |
| DIVERGE: | 2222 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 2

**********

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 2

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 3016 | 1444 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 79 % OF FREEWAY TRUCKS

WARNING: % trucks in lane 1, ... Volume is outside Fig 5.6

RAMP ANALYZED ALONE USING FIGURE I.5- 1

WARINING! IN USING THIS NOMOGRAPH:
Normal range for Vr is 50 to 1400 vph

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1010 | 1444 | 3016 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1157 | 1621 | 3385 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 5006 | F |
| MERGE: | 2778 | F |

---

RAMP ANALYZED ALONE USING APPROXIMATION METHOD

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1206 | 1444 | 3016 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1381 | 1621 | 3385 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 5006 | F |
| MERGE: | 3002 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 2

**********

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

A) ADJUSTMENT FACTORS

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 78 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1864 | 1294 | 2975 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 2092 | 1452 | 3339 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3339 | E |
| DIVERGE: | 2092 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1681 | 980 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 67 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 603 | 980 | 1681 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 691 | 1100 | 1887 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2987 | D |
| MERGE: | 1791 | E |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 2797 | 772 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 72 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 1531 | 772 | 2797 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1736 | 866 | 3139 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3139 | D |
| DIVERGE: | 1736 | D |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 2025 | 1306 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 65 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 684 | 1306 | 2025 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 784 | 1466 | 2273 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 3739 | E |
| MERGE: | 2250 | F |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-91 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/2/91
OTHER INFORMATION.... 2010 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 NB/I-90 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 1373 | 136 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 70 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 594 | 136 | 1373 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.98 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 673 | 153 | 1541 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1694 | C |
| MERGE: | 826 | B |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-90 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 NB/I-90 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1738 | 365 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 66 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 954 | 365 | 1738 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 1071 | 410 | 1951 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1951 | C |
| DIVERGE: | 1071 | C |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 NB/I-90 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 BS/I-90 OFF-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP | FREEWAY | ANALYSIS RAMP | DOWNSTREAM RAMP |
|---|---|---|---|---|
| | ******** | ******* | ******** | ********** |
| VOLUME | N.A. | 1336 | 482 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | ON | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 71 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 1

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 541 | 482 | 1336 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.97 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 620 | 541 | 1499 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 2040 | C |
| MERGE: | 1161 | C |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 BS/I-90 OFF-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

**********

FACILITY LOCATION.... RT.5 SB/I-90 ON-RAMP
ANALYST..... JSP
TIME OF ANALYSIS..... PM PEAK HOUR
DATE OF ANALYSIS..... 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS..... 2 (Typical - 200 #/HP)
PEAK HOUR FACTOR..... .9
HIGHWAY DESIGN SPEED (mph)..... 50
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

B) INPUT INFORMATION

---

NO. OF LANES ON FREEWAY : 2 (per direction)

ANALYSIS RAMP CHARACTERISTICS:
**********
(1) RIGHT-HAND RAMP.
(2) ONE LANE RAMP.

| | UPSTREAM RAMP ******** | FREEWAY ******* | ANALYSIS RAMP ******** | DOWNSTREAM RAMP ********** |
|---|---|---|---|---|
| VOLUME | N.A. | 1512 | 376 | N.A. |
| % TRUCKS | N.A. | 2 | 2 | N.A. |
| RAMP TYPE | N.A. | N.A. | OFF | N.A. |
| DISTANCE | N.A. | N.A. | N.A. | N.A. |

C) RAMP ANALYSIS RESULTS

TRUCK PRESENCE IN LANE 1: 68 % OF FREEWAY TRUCKS

RAMP ANALYZED ALONE USING FIGURE I.5- 2

| | V1 | Vr | Vf |
|---|---|---|---|
| | **** | **** | ***** |
| VPH | 882 | 376 | 1512 |
| ET | 1.7 | 1.7 | 1.7 |
| Fhv | 0.99 | 0.99 | 0.99 |
| PHF | 0.90 | 0.90 | 0.90 |
| PCPH | 990 | 422 | 1697 |

| CHECKPOINT | VOLUME | LOS |
|---|---|---|
| ********** | ****** | *** |
| FREEWAY: | 1697 | C |
| DIVERGE: | 990 | B |

IDENTIFYING INFORMATION

FACILITY LOCATION.... RT.5 SB/I-90 ON-RAMP
TIME AND DATE..... PM PEAK HOUR ; 12/6/91
OTHER INFORMATION.... 2010 SCENARIO 3

# APPENDIX H-3(a)

# ARTERIAL ANALYSIS

# EXISTING

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North -bound

File or Case #: EXISTING 1991 Date:

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 16 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 17 | | 143 | 1.28 | 32 | B |
| 3 | .32 | 1 | 43 | 2 | 31 | 21 | | 52 | .32 | 22 | C |
| 4 | .125 | 1 | 40 | 3 | | 5 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 7 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 5 | | 109 | 1.05 | 35 | A |
| 7 | .15 | 1 | 35 | 4 | 19 | 0 | | 19 | .15 | 28 | B |
| 8 | .925 | 1 | 50 | 5 | | 12 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 5 | | 145 | 1.525 | 38 | A |
| 10 | .125 | 1 | 40 | 6 | 14 | 4 | | 18 | .125 | 25 | C |
| 11 | .95 | 1 | 45 | 7 | 77 | 3 | | 80 | .95 | 43 | A |
| 12 | .15 | 1 | 40 | 8 | | 10 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 13 | | 67 | .40 | 21 | D |
| ~~14~~ | | | | | | | | | | | |
| ~~15~~ | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 633

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{633} = 33 \text{ MPH}$$

CLASS 1

B

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 NORTH-bound

File or Case #: _____ Date: _____

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 26 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 33 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 8 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 17 | | 184 | .5 | 10 | D |
| 18 X | .25 | III | 35 | 10 | 31 | 33 | | 64 | .25 | 14 | C |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note. Round delay estimates to one place after decimal

Grand Sum of Time = 252

Grand Sum of Length = .75

3,600 × .75 = 11 MPH

252

class III

D

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: EXISTING (1991) Date:

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 14 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 16 | | 140 | 1.28 | 33 | B |
| 3 | .32 | 1 | 43 | 2 | 31 | 39 | | 70 | .32 | 16 | E |
| 4 | .125 | 1 | 40 | 3 | | 0 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 30 | 20 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 0 | | 142 | 1.05 | 27 | C |
| 7 | .15 | 1 | 35 | 4 | 19 | 4 | | 23 | .15 | 23 | C |
| 8 | .925 | 1 | 50 | 5 | | 29 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 4 | | 161 | 1.525 | 34 | B |
| 10 | .125 | 1 | 40 | 6 | 14 | 4 | | 18 | .125 | 25 | C |
| 11 | .95 | 1 | 45 | 7 | 77 | 9 | | 86 | .95 | 40 | A |
| 12 | .15 | 1 | 40 | 8 | | 10 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 20 | | 74 | .40 | 19 | D |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 714

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{714} = 29 \text{ MPH}$$

Class 1

B

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: _____ Date: _____

Prepared by: JSD

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 35 | 9 | | 22 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 3 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 10 | | | | | |
| 17 X | 05 | III | 10 | 9 | 100 | 28 | | 147 | .5 | 12 | D |
| 18 5 | .25 | III | 35 | 10 | 31 | 38 | | 69 | .25 | 13 | C |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 243

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{243} = 11 \text{ MPH}$$

Class III

D

# APPENDIX H-3(b)

# ARTERIAL ANALYSIS

# YEAR 2000

Scenario 1 2000

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 No. Nb -bound

File or Case #: Scenario 1 2000 Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 8 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 20 | | 138 | 1.28 | 33 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 46 | | 77 | .32 | 15 | |
| 4 | .125 | 1 | 40 | 3 | | 29 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 14 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 9 | | 144 | 1.05 | 26 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 5 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 18 | | 151 | 1.525 | 36 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 3 | | 80 | .95 | 43 | |
| 12 | .5 | | 40 | 8 | | 10 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 18 | | 72 | .40 | 20 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length.
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet.
[c]See upper right corner of this Table for the Equation.

Note: Round delay estimates to one place after decimal.

Grand Sum of Time = 703

Grand Sum of Length = 5.8

$$\frac{3600 \times 5.8}{703} = 30 \text{ MPH}$$

class 1

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 104 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 104 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 104 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 104 | | 516 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 26 | | 57 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a] Use Table 11-4 and multiply by segment length

[b] From summary on Arterial Summary of Intersection Delay Estimates Worksheet

[c] See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 573

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{573} = 5 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 SOUTH -bound

File or Case #: Scenario 1 2000 Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 29 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 46 | | 183 | 1.28 | 25 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 120 | | 151 | .32 | 8 | |
| 4 | .125 | 1 | 40 | 3 | | 0 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 104 | 25 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 222 | 1.05 | 17 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 12 | | 31 | .15 | 17 | |
| 8 | .925 | 1 | 50 | 5 | | 29 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 8 | | 165 | .525 | 23 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 6 | | 20 | .125 | 23 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 10 | | 87 | .95 | 39 | |
| 12 | .5 | | 40 | 8 | | 10 | | | | | |
| 13 | .25 | | 45 | 8 | 44 | 73 | | 127 | .40 | 11 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a] Use Table 11-4 and multiply by segment length.
[b] From summary on Arterial Summary of Intersection Delay Estimates Worksheet.
[c] See upper right corner of this Table for the Equation.

Note. Round delay estimates to one place after decimal.

Grand Sum of Time = 988

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{988} = 21 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 _____-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | .25 | III | 52 | 9 | | 1 1 | | | | | |
| 15 | .15 | III | 20 | 9 | | 2 3 | | | | | |
| 16 | .05 | III | 5 | 9 | | 3 1 | | | | | |
| 17 | .05 | III | 10 | 9 | 21 | 3 - | | 291 | .5 | 5 | |
| 18 | .25 | III | 55 | 10 | 31 | 19 | | 80 | .25 | 12 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 1 | | | | | | | | | | | |

Grand Sum of Time = 161

Grand Sum of Length = .75

3600 × .75 / 161 = 16 MPH

2000

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 Both -bound

File or Case #: _____ Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 9 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 17 | | 136 | 1.28 | 34 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 17 | | 78 | .32 | 15 | |
| 4 | .125 | 1 | 40 | 3 | | 17 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 27 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 12 | | 179 | 1.05 | 21 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 7 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 23 | | 168 | 1.525 | 33 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 4 | | 81 | .95 | 42 | |
| 12 | .15 | 1 | 40 | 8 | | 12 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 20 | | 76 | .40 | 19 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 759

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{759} = 28 \text{ MPH}$$

2000

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .125 | III | 32 | 9 | | 17 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 21 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 21 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | ≤16 | .5 | ≥ | |
| 18 X | .25 | III | 35 | 10 | 31 | 27 | | ≤58 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 574

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{574} = 5 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 Southbound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 21 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 13 | | 409 | 1.28 | 22 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 101 | | 135 | .32 | 6 | |
| 4 | .125 | 1 | 40 | 3 | | 0 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 101 | 20 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 227 | 1.05 | 17 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 30 | | 49 | .15 | 11 | |
| 8 | .925 | 1 | 50 | 5 | | 57 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 10 | | 195 | 1.525 | 28 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 10 | | 87 | .95 | 39 | |
| 12 | .15 | 1 | 40 | 8 | | 12 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 101 | | 160 | .40 | 9 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 1083

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{1083} = 19 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 12 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 27 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 12 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 12 | | 112 | .5 | 4 | |
| 18 X | .25 | III | 35 | 10 | 31 | 33 | | 64 | .25 | 14 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 556

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{556} = 5 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 N -bound

File or Case #: Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 8 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 18 | | 136 | 1.28 | 34 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 40 | | 71 | .32 | 16 | |
| 4 | .125 | 1 | 40 | 3 | | 21 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 13 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 8 | | 134 | 1.05 | 28 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 5 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 138 | 18 | | 151 | 1.525 | 36 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 3 | | 80 | .95 | 43 | |
| 12 | .15 | 1 | 40 | 8 | | 10 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 18 | | 72 | .40 | 20 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 685

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{685} = 30 \text{ MPH}$$

(2000)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 N -bound

File or Case #: Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 10 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 10 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 10 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 10 | | 516 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 25 | | 56 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 572

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{572} = 5 \text{ MPH}$$

Scenario 3 (2000)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 S -bound

File or Case #: Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 29 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 42 | | 181 | 1.28 | 25 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 109 | | 140 | .32 | 8 | |
| 4 | .125 | 1 | 40 | 3 | | 0 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 104 | 25 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 222 | 1.05 | 17 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 10 | | 29 | .15 | 19 | |
| 8 | .925 | 1 | 50 | 5 | | 25 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 7 | | 160 | 1.525 | 34 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 10 | | 87 | .95 | 39 | |
| 12 | .15 | 1 | 40 | 8 | | 10 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 43 | | 97 | .40 | 15 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 937

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{937} = 22 \text{ MPH}$$

(2000)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 S -bound

File or Case #: Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .125 | III | 32 | 9 | | 73 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 17 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 49 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 69 | | 308 | .5 | 6 | |
| 18 X | .25 | III | 35 | 10 | 31 | 27 | | 58 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 366

Grand Sum of Length = .75

3,600 × .75 = 7 MPH

366

# APPENDIX H-3(c)

# ARTERIAL ANALYSIS

# YEAR 2000 WITH IMPROVEMENTS

-000 Improvements

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North-bound

File or Case #: Scenario 1 (2000) Improvements Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 8 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 9 | | 127 | 1.28 | 36 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 16 | | 77 | .32 | 15 | |
| 4 | .125 | 1 | 40 | 3 | | 29 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 26 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 9 | | 156 | 1.05 | 24 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 9 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 12 | | 155 | 1.525 | 35 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 3 | | 80 | .95 | 43 | |
| 12 | .15 | 1 | 40 | 8 | | 9 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 12 | | 65 | .40 | 22 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 701

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{701} = 30 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 101 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 101 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 101 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | 216 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 26 | | 57 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note. Round delay estimates to one place after decimal

Grand Sum of Time = 573

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{573} = 5 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: Scenario 1 (2000) Irrigation weeks

Date: 12/10/91

Prepared by: JSP

ART SPD = 3600 (Sum of Length) / Sum of Time

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 29 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 15 | | 157 | 1.28 | 29 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 120 | | 151 | .32 | 8 | |
| 4 | .125 | 1 | 40 | 3 | | 0 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 55 | 25 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 228 | 1.05 | 17 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 12 | | 31 | .15 | 17 | |
| 8 | .925 | 1 | 50 | 5 | | | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 3 | | 136 | 1.525 | 40 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 6 | | 20 | .125 | 22 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 10 | | 87 | .95 | 39 | |
| 12 | .15 | 1 | 40 | 8 | | 22 | | | | | |
| 13 | .125 | 1 | 45 | 8 | 44 | 25 | | 91 | .40 | 16 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 901

Grand Sum of Length = 5.8

3,600 × 5.8 / 901 = 23 MPH

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 _____-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 121 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 22 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 81 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 36 | | 391 | .5 | = | |
| 18 X | .25 | III | 35 | 10 | 31 | 29 | | 60 | .25 | 15 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 451

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{451} = 6 \text{ MPH}$$

2000 Improvements

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 Northbound

File or Case #: Scenario 2 (2000) Improvements

Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 9 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 9 | | 128 | 1.28 | 36 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 17 | | 78 | .32 | 15 | |
| 4 | .125 | 1 | 40 | 3 | | 17 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 10 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 13 | | 192 | 1.05 | 20 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 7 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 32 | | 168 | 1.525 | 33 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 1 | | 81 | .95 | 42 | |
| 12 | .15 | 1 | 40 | 8 | | 23 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 16 | | 83 | .40 | 17 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 771

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{771} = 27 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 _____-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .125 | III | 32 | 9 | | 101 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 101 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 101 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | 516 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 27 | | 58 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 571

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{571} = 5 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 51 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 21 | | 131 | 1.28 | 25 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 101 | | 135 | .32 | 6 | |
| 4 | .125 | 1 | 40 | 3 | | 0 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 101 | 30 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 227 | 1.05 | 17 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 30 | | 49 | .15 | 11 | |
| 8 | .925 | 1 | 50 | 5 | | 55 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 10 | | 193 | 1.525 | 28 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 10 | | 87 | .95 | 39 | |
| 12 | .15 | 1 | 40 | 8 | | 22 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 7 | | 73 | .40 | 20 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 967

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{967} = 22 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 _____-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .125 | III | 32 | 9 | | 101 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 20 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 101 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | 192 | .5 | 4 | |
| 18 X | .25 | III | 35 | 10 | 31 | 33 | | 64 | .25 | 14 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 556

Grand Sum of Length = .75

3,600 × .75 = 5 MPH

556

(2000)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 N -bound

File or Case #: Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 8 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 18 | | 136 | 1.28 | 34 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 40 | | 71 | .32 | 16 | |
| 4 | .125 | 1 | 40 | 3 | | 21 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 21 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 8 | | 142 | 1.05 | 27 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 5 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 14 | | 141 | 1.525 | 36 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 3 | | 80 | .95 | 43 | |
| 12 | .15 | 1 | 40 | 8 | | 22 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 12 | | 78 | .40 | 18 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 699

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{699} = 30 \text{ MPH}$$

(2000)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 N -bound

File or Case #: Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .125 | III | 32 | 9 | | 104 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 104 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 104 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 104 | | 516 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 25 | | 56 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 572

Grand Sum of Length = .75

3,600 × .75 = 5 MPH

572

Scenario 1 (2000)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 S -bound

File or Case #: Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 29 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 42 | | 181 | 1.28 | 25 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 109 | | 140 | .32 | 8 | |
| 4 | .125 | 1 | 40 | 3 | | 0 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 46 | 25 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 164 | 1.05 | 23 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 10 | | 29 | .15 | 19 | |
| 8 | .925 | 1 | 50 | 5 | | 25 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 7 | | 160 | 1.525 | 34 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 10 | | 87 | .95 | 39 | |
| 12 | .15 | 1 | 40 | 8 | | 21 | | | | | |
| 13 | .125 | 1 | 45 | 8 | 44 | 21 | | 86 | .40 | 17 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 868

Grand Sum of Length = 1.8

$$\frac{3{,}600 \times 1.8}{868} = 24 \text{ MPH}$$

(2000)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 — 5 -bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 ✗ | .25 | III | 32 | 9 | | 73 | | | | | |
| 15 ✗ | .15 | III | 20 | 9 | | 17 | | | | | |
| 16 ✗ | .05 | III | 5 | 9 | | 41 | | | | | |
| 17 ✗ | .05 | III | 10 | 9 | 100 | 69 | | 203 | .5 | 6 | |
| 18 ✗ | .25 | III | 35 | 10 | 31 | 27 | | 58 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 366

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{366} = 7 \text{ MPH}$$

# APPENDIX H-3(d)

# ARTERIAL ANALYSIS

# YEAR 2010

Example 11.1
2717

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 10 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 13 | | 123 | 1.28 | 33 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 91 | | 122 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 12 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 25 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 13 | | 230 | 1.05 | 16 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 7 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 30 | | 165 | 1.525 | 33 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 4 | | 81 | .95 | 42 | |
| 12 | .15 | 1 | 40 | 8 | | 12 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 17 | | 72 | .40 | 20 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 858

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{858} = 24 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 — North-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .125 | III | 32 | 9 | | 10 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 10 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 10 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 10 | | 516 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 30 | | 61 | .25 | 15 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 577

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{577} = 5 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 22 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 23 | | 215 | 1.28 | 21 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 101 | | 132 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 3 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 101 | 30 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 227 | 1.05 | 17 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 13 | | 67 | .15 | 8 | |
| 8 | .925 | 1 | 50 | 5 | | 77 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 13 | | 221 | 1.525 | 25 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 12 | | 89 | .95 | 38 | |
| 12 | .15 | 1 | 40 | 8 | | 13 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 101 | | 161 | .40 | 9 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 1136

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{1136} = 18 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 ~~South~~ bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .125 | III | 32 | 9 | | 121 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 121 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 121 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 121 | | ≤16 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 16 | | 77 | .25 | 12 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 593

Grand Sum of Length = .75

3,600 × .75 = 5 MPH

593

2010

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 Northbound

File or Case #: _____ Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 7 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 26 | | 145 | 1.28 | 32 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 101 | | 135 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 101 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 101 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 101 | | 101 | 1.05 | 9 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 104 | | 123 | .15 | 4 | |
| 8 | .925 | 1 | 50 | 5 | | 8 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 138 | 67 | | 205 | 1.525 | 27 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 9 | | 23 | .125 | 20 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 4 | | 81 | .95 | 42 | |
| 12 | .15 | 1 | 40 | 8 | | 17 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 21 | | 82 | .40 | 16 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 1198

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{1198} = 17 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 [illegible]-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 101 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 101 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 101 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | 516 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | | | 58 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a] Use Table 11-4 and multiply by segment length
[b] From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c] See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 574

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{574} = 5 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: _____ Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 101 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 101 | | 308 | 1.28 | 15 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 101 | | 135 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 7 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 101 | 35 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 7 | | 215 | 1.05 | 15 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 8 | | 27 | .15 | 20 | |
| 8 | .925 | 1 | 50 | 5 | | 101 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 12 | | 250 | 1.525 | 22 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 8 | | 22 | .125 | 20 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 13 | | 90 | .95 | 38 | |
| 12 | .15 | 1 | 40 | 8 | | 16 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 101 | | 161 | .40 | 9 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 1241

Grand Sum of Length = 5.8

$$\frac{3,600 \times 5.8}{1241} = 17 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 101 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 101 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 101 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | 516 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 101 | | 135 | .25 | 6 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 651

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{651} = 4 \text{ MPH}$$

(2010)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 N -bound

File or Case #: Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 9 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 25 | | 144 | 1.28 | 32 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 91 | | 122 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 65 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 18 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 40 | | 215 | 1.05 | 18 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 7 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 138 | 26 | | 161 | 1.525 | 34 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 4 | | 81 | .95 | 42 | |
| 12 | .15 | 1 | 40 | 8 | | 25 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 4 | | 73 | .40 | 20 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 837

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{837} = 25 \text{ MPH}$$

(2010)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 N -bound

File or Case #: Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 104 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 104 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 104 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 104 | | 516 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 29 | | 60 | .25 | 15 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note. Round delay estimates to one place after decimal

Grand Sum of Time = 576

Grand Sum of Length = .75

3,600 × .75 = 5 MPH

576

SCENARIO 3 (2010)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 — 5 -bound

File or Case #: — Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 53 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 79 | | 242 | 1.28 | 19 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 104 | | 135 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 0 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 104 | 30 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 227 | 1.05 | 17 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 47 | | 66 | .15 | 8 | |
| 8 | .925 | 1 | 50 | 5 | | 53 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 14 | | 195 | 1.525 | 28 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 10 | | 87 | .95 | 39 | |
| 12 | .15 | 1 | 40 | 8 | | 23 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 53 | | 120 | .40 | 12 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 1093

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{1093} = 19 \text{ MPH}$$

(2010)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 — 5 -bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

ART SPD = 3600 (Sum of Length) / Sum of Time

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 104 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 72 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 104 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 104 | | 484 | .5 | 4 | |
| 18 X | .25 | III | 35 | 10 | 31 | 40 | | 71 | .25 | 13 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 555

Grand Sum of Length = .75

3,600 × .75 = 5 MPH

555

# APPENDIX H-3(e)

# ARTERIAL ANALYSIS

# YEAR 2010 WITH IMPROVEMENTS

2010 Improvements

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North-bound

File or Case #: Scenario 1 (2010) Improvements Date: 12/10/01

Prepared by: JSP

ART SPD = 3600 (Sum of Length) / Sum of Time

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 10 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 10 | | 130 | 1.28 | 35 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 91 | | 122 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 72 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 101 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 12 | | 317 | 1.05 | 12 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 9 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 39 | | 167 | 1.525 | 33 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 1 | | 81 | .95 | 42 | |
| 12 | .15 | 1 | 40 | 8 | | 22 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 11 | | 82 | .40 | 17 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 941

Grand Sum of Length = 5.8

3,600 × 5.8 / 941 = 22 MPH

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North-bound

File or Case #: _____ Date: 12/10/91

Prepared by: USP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 101 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 101 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 101 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | ≤16 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 30 | | 61 | .25 | 15 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 577

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{577} = 5 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: Scenario 1 (2012) Improvements Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 22 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 25 | | 157 | 1.28 | 25 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 101 | | 135 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 2 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 171 | 30 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 227 | 1.05 | 17 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 48 | | 67 | .15 | 8 | |
| 8 | .925 | 1 | 50 | 5 | | 13 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 16 | | 192 | 1.525 | 29 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 12 | | 89 | .95 | 38 | |
| 12 | .15 | 1 | 40 | 8 | | 2 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 16 | | 119 | .40 | 12 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 1037

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{1037} = 20 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .125 | III | 32 | 9 | | 101 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 101 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 101 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | 210 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 16 | | 77 | .25 | 12 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 593

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{593} = 5 \text{ MPH}$$

2010 Improvements

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North-bound

File or Case #: Scenario 2 (2010 Improvements) Date: 12/10/91

Prepared by: JSP

ART SPD = 3600 (Sum of Length) / Sum of Time

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 16 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 11 | | 140 | 1.28 | 33 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 101 | | 135 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 101 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 101 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 01 | | 401 | 1.05 | 9 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 101 | | 123 | .15 | 4 | |
| 8 | .925 | 1 | 50 | 5 | | 12 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 65 | | 205 | 1.525 | 27 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 9 | | 23 | .125 | 20 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 1 | | 81 | .95 | 42 | |
| 12 | .15 | 1 | 40 | 8 | | 51 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 21 | | 116 | .40 | 12 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 1227

Grand Sum of Length = 5.8

3,600 × 5.8 / 1227 = 17 MPH

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 North-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 101 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 101 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 101 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | 516 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 27 | | 58 | .25 | 16 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 574

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{574} = 5 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 South-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 25 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 71 | | 222 | 1.28 | 21 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 101 | | 132 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 7 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 171 | 35 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 7 | | 245 | 1.05 | 15 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 8 | | 27 | .15 | 20 | |
| 8 | .925 | 1 | 50 | 5 | | 171 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 16 | | 248 | 1.525 | 22 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 8 | | 22 | .125 | 20 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 13 | | 90 | .95 | 38 | |
| 12 | .15 | 1 | 40 | 8 | | 36 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 101 | | 184 | .40 | 8 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 1173

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{1173} = 18 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 _____-bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 101 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 101 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 101 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 101 | | ≤16 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 101 | | 125 | .25 | 6 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 651

Grand Sum of Length = .75

$$\frac{3{,}600 \times .75}{651} = 4 \text{ MPH}$$

(2010)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 ~ -bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 9 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 13 | | 132 | 1.28 | 25 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 91 | | 122 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 65 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 104 | | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 40 | | 201 | 1.05 | 13 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 1 | | 20 | .15 | 27 | |
| 8 | .925 | 1 | 50 | 5 | | 7 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 26 | | 161 | 1.525 | 34 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 4 | | 81 | .95 | 42 | |
| 12 | .15 | 1 | 40 | 8 | | 25 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 17 | | 86 | .40 | 17 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 921

Grand Sum of Length = 5.8

3,600 × 5.8 = 23 MPH

921

(2010)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 N -bound

File or Case #: Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .25 | III | 32 | 9 | | 104 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 104 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 104 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 104 | | ≤16 | .5 | 3 | |
| 18 X | .25 | III | 35 | 10 | 31 | 31 | | 60 | .25 | 15 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note. Round delay estimates to one place after decimal

Grand Sum of Time = ≤76

Grand Sum of Length = .75

3,600 × .75 = 5 MPH

576

(2010)

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 S -bound

File or Case #: Date: 12/10/01

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | .625 | 1 | 50 | 1 | | 53 | | | | | |
| 2 | .655 | 1 | 50 | 1 | 110 | 29 | | 192 | 1.28 | 24 | |
| 3 | .32 | 1 | 43 | 2 | 31 | 104 | | 135 | .32 | 9 | |
| 4 | .125 | 1 | 40 | 3 | | 0 | | | | | |
| 5 | .525 | 1 | 45 | 3 | | 104 | 20 | | | | |
| 6 | .4 | 1 | 45 | 3 | 92 | 1 | | 227 | 1.05 | 17 | |
| 7 | .15 | 1 | 35 | 4 | 19 | 47 | | 66 | .15 | 8 | |
| 8 | .925 | 1 | 50 | 5 | | 53 | | | | | |
| 9 | .6 | 1 | 50 | 5 | 128 | 14 | | 195 | 1.525 | 28 | |
| 10 | .125 | 1 | 40 | 6 | 14 | 7 | | 21 | .125 | 21 | |
| 11 | .95 | 1 | 45 | 7 | 77 | 10 | | 87 | .95 | 39 | |
| 12 | .15 | 1 | 40 | 8 | | 23 | | | | | |
| 13 | .25 | 1 | 45 | 8 | 44 | 36 | | 103 | .40 | 14 | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 1026

Grand Sum of Length = 5.8

$$\frac{3{,}600 \times 5.8}{1026} = 20 \text{ MPH}$$

## COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Arterial: Route 5 — 5 -bound

File or Case #: _____ Date: 12/10/91

Prepared by: JSP

$$\text{ART SPD} = \frac{3600 \text{ (Sum of Length)}}{\text{Sum of Time}}$$

| Segment | Length (mi) | Arterial Class | Free Flow (mph) | Section | Running Time[a] (sec) | Intersec. Approach Delay[b] | Other Delay (sec) | Sum of Time by Section | Sum of Length by Section | Arterial SPD[c] (mph) | Arterial LOS by Section |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 X | .125 | III | 32 | 9 | | 104 | | | | | |
| 15 X | .15 | III | 20 | 9 | | 72 | | | | | |
| 16 X | .05 | III | 5 | 9 | | 104 | | | | | |
| 17 X | .05 | III | 10 | 9 | 100 | 104 | | 184 | .5 | A | |
| 18 X | .125 | III | 35 | 10 | 31 | 40 | | 71 | .125 | 12 | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |

[a]Use Table 11-4 and multiply by segment length
[b]From summary on Arterial Summary of Intersection Delay Estimates Worksheet
[c]See upper right corner of this Table for the Equation

Note: Round delay estimates to one place after decimal

Grand Sum of Time = 555

Grand Sum of Length = .75

3,600 × .75 = 5 MPH

555